The Bombay Gazette.

No. 6,780.—New Series. BOMBAY :—TUESDAY, OCTOBER 25, 1870. Annual Subscription in Advance...Rupees Fifty-two.

The Bombay Gazette.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage	,, 72 0
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Ten lines and under	
First insertion	Rs. 5 0
Second Ditto	,, 2 8
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
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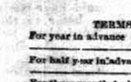
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



The British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam ship BURMAH, 1,025 tons, 200 H.P., Commander H. T. Dickinson, will be despatched on the 25th October 1870, at noon.

Leave Bombay	Oct. 25	Leave Colombo	Nov. 1
,, Rutnagherry	26	,, Galle	2
,, Vingola	26	,, Negapatam	5
,, Carwar	27	,, Pondicherry	6
,, Mangalore	28	,, Madras	9
,, Cannanore	29	,, Coconada	11
,, Tellicherry	29	,, Visagapatam	12
,, Calicut	29	,, Bimlipatam	12
,, Beypore	30	,, Gopalpore	13
,, Cochin	30	,, False Point	14
,, Tuticorin	31	Arrive Calcutta	15

This route is the most expeditious and economical for passengers for the Neilgherry district, Bangalore and Madras who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route picking up the Steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.]

The British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

The Steam ship MARTABAN, 2615 tons, 110 H.P., Commander R. L. Turner, will be despatched on the 31st October 1870, at noon.

Up.	Oct.	Down.	Nov.
Leave Bombay	31	Leave Bussorah	18
,, Kurrachee ....Nov	4	,, Mahomerah	18
,, Guadur	5	,, Fao	19
,, Muscat	8	,, Bushire	20
,, Bunder Abbas	10	,, Linga	22
,, Linga	11	,, Bunder Abbas	24
,, Bushire	14	,, Muscat	26
,, Fao	15	,, Guadur	28
,, Mahomerah	15	,, Kurrachee	30
Arrive Bussorah	16	Arrive Bombay	Dec. 3

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

The British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every MONDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Corfiel, will be despatched on the 7th November 1870, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

NEW OVERLAND ROUTE (via SUEZ CANAL).

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, ALEXANDRIA (in case of need), and MARSEILLES.

La Compagnie Marseillaise de Navigation a Vapeur.—Marc Fraissinet Pere and Fils will despatch Steamers from BOMBAY EVERY ALTERNATE MONTH to MARSEILLES, via the SUEZ CANAL.

Freight.—The Company undertake to grant through Bills of Lading for the above, and most other Continental Ports and also to Liverpool. They have further made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Freight on Goods shipped to Europe to be payable at destination.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped to the Continent by their own Steamers. Premiums of Insurance from Bombay to Marseilles 1 per cent.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

PASSENGER RATES.

(Inclusive of Wines, and all Travelling Fees through the Canal.)

	1st Class.	2nd Class.	Deck.
To Aden	£ 25	£ 15	£ 5
,, Suez	£ 40	£ 22-10	£ 8
,, Port Said	£ 42	£ 24	£ 12
,, Marseilles	£ 56	£ 36	£ 14

Without Wood

Children over three and under ten years of age, half fare.

The Company issue Return Tickets available for six months, deducting 20 per cent. from the cost of the Return Passage.

The Steamers carry both Doctor and Stewardess.

Departures from Marseilles on the 1st and from Bombay about the 7th of each month.

In accordance with the above, the s. s. EUROPE, 3,500 Tons Captain Martino, will be despatched on or about the 7th December next.

For further particulars, rates of Freight, &c., apply to

KUNHLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 20th October 1870.

DAILY MARKET PRICE CURRENT.

PUBLISHED by the MUNICIPAL COMMISSIONER.

THE DAILY MARKET PRICE CURRENT gives the MAXIMUM PRICES of all the ARTICLES sold in the AUTHORIZED CRAWFORD MARKETS. Delivered daily to Subscribers to the "Bombay Gazette" for ONE RUPEE a MONTH. Single Copies, One Anna each. Those wishing to subscribe will please apply to the Manager. "Bombay *Gazette*."

METAL MART, BOREE BUNDER.—

FOR SALE, 6, 8 & 10 H. P. Portable ENGINES, by Messrs. Gaston and Shuttleworth.

7 inch Centrifugal Pump, by J. & H. Gwynne.

Double Barrel Hand Pumps.

Hand Pumps on Tripod Stands.

Eade's Patent Pulley Blocks.

Traversing and Haley's Jacks.

Contractor's Plant of all kinds.

Corrugated Iron, painted in sheets, 6, 7 & 8 feet long, 16, 18, 20 & 24 gauges.

Plans and Estimates given for Ornamental Gates, Railings, and all description of Machinery.

W. NICOL & Co.

MESSRS. DANCE and KNELL have just arrived per Steamship STOWELL, from England, for the purpose of CLEARING OFF a

BANKRUPTCY STOCK OF DRAPERY GOODS,

principally of a quantity of BROAD and NARROW CLOTHS, SCOTCH TWEEDS, CHEVIOTS, &c. which will be sold considerably below manufacturing prices

No. 6, Rampart Row, Bombay, 24th September 1870.

TO MERCHANTS.

For Sale, at the Bombay Gazette Office,

Price Rs. 11.

STREET'S INDIAN and COLONIAL MERCANTILE DIRECTORY for 1870.

Containing the Trade Returns, Tariffs, Populations, names of the leading Merchants and much general information valuable to commercial men concerning the chief towns in India, Ceylon, China, Japan, the Eastern Archipelago, Mauritius, Australia, New Zealand, Tasmania, South Africa, Canada, British Columbia, South and Central America, West Indies, Mediterranean, and the United Kingdom.

In the Directory will be found particulars as to transit and passage rates, concise descriptions of each country and town, and principal products, banks and bank agents, &c., &c.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY.

22 Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition, for the bottoms of steam vessels and every description of engineering plant, for the repairs of steamers &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution, and be carried out in a manner that they feel sure will meet with approbation and a continuance of favours. A few articles, on hand enumerated below, which may assist with attention :—

Peacock's and Mc'Innes's Anti-fouling Composition.

McDougall's Disinfecting Powder.

Tags and Dies (Whitworth's) complete in Cases.

Low Floor Iron Planes.

Best Taganrhoc Flour in barrels at Rs. 24 a barrel.

Copper and Brass Pipes, of sizes.

Anti-Corrosive Paint.
Corrugated Hoop Iron.
Jim Crows.
Smiths' English Bellows.
Canvas.
Rollers, Skins.
Bundling Twine.
Portland Cement.
Paint Oil, of various sorts.
Wire Netting.
Fire Engines complete.
Patent Water Closets.
Traversing Screw Jacks.
Corrugated Iron.
Belting of sizes.
Clear Cloth.
Paper for Mill use.
Iron Tanks of sizes.
Fire Bricks.
Perforated Zinc Sheets.

N. B.—The Trade supplied at moderate rates.

SHIPPING.

OVERLAND FREIGHT ROUTE VIA SUEZ CANAL.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50; 2nd class £35. } Exclusive of Wines.
To Suez—1st class £40; 2nd class £22 10s.
To Trieste (exclusive of Transit)—1st class £53; 2nd class £34.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; or to the undersigned in Bombay.

STEARNS, HOBART, & Co.

Bombay, 8th June 1870.

OVERLAND ROUTE.

On Sunday, the 30th October, at 8 A.M., from Mazagon.

THE P. & O. Co.'s S. S. COLUMBIAN, (2,180 tons, and 300 H.P., Captain N. Stewart, WILL LEAVE FOR SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on 28th instant.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon by noon on the day before the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

Passengers who prefer going on board the night before will be allowed to do so.

A small Steamer will leave the New Dock Head at Mazagon at 7 A.M., precisely, on the day of sailing.

PASSPORTS.

PASSENGERS intending to TRAVEL via MARSEILLES or BRINDISI are requested to take NOTICE, that it will be necessary to PROVIDE themselves with PASSPORTS vised by the French Consul, before leaving Bombay.

REDUCED PARCEL RATES.

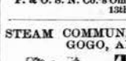
A considerable REDUCTION has been made in the TARIFF of CHARGES for SMALL PARCELS to ENGLAND, &c., particulars of which can be learnt on application at this Office.

Ordinary Parcels will in future be received up to noon on Mail day, and Samples up to 4 P.M.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 22nd October 1870.

STEAM TO CEYLON, PENANG STRAITS, CHINA, AND JAPAN.



THE P. and O. Co.'s S. S. TRAVANCORE, (1,900 tons, and 400 H.P.), Captain C. H. Eastley, will be despatched for the above Ports on THURSDAY, the 27th October, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, Calcutta and Australia.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 25th instant.

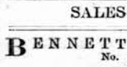
G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 13th October 1870.

STEAM COMMUNICATION BETWEEN SURAT, GOGO, AND BHOWNUGGUR.

THE Screw Steamer LADY NYASSA, Commander M. Xavier, plys regularly between the above Ports. Superior accommodation for first-class. Full particulars can be obtained from the Agents at Surat, Bhownuggur, and Gogo.

FOR LONDON.



THE S. S. GAMBIA, 1,167 tons Register, John Burroughs, Commander, leaving about 30th instant, has available accommodation for a limited number of first-class Passengers. For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 22nd October 1870.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

½ Dozen Silk and Wool Shirts.	1 Rug with straps.
½ ,, Under Vests.	1 Mantl.
1 ,, Linen Collars.	1 Inverness Cape.
1 ,, Fine Cotton Socks.	1 Hand Portmanteau.
1 ,, Fine Merino Socks.	2 Overland Trunks.
1 ,, Fine Merino Drawers.	1 Cloth Cap.
1 Colored Handkerchiefs.	1 Travelling Hat.
1 ,, White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and vice versa, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

SALES BY AUCTION.

BENNETT and COMPANY.

No. 5 Forbes Street.

AUCTION SALE of very VALUABLE and HANDSOME ENGLISH MAHOGANY, ROSEWOOD and HIGHLY OPEN CARVED BLACKWOOD HOUSEHOLD FURNITURE, best Elkington's Plateware, rich Crockery and Glassware, Handsome Fine Glasses in gilt frames, best Argand Chandeliers, a first-class Piano, &c., (and if not previously disposed of by private contract,) Handsome Carriages, Horses, at Cumballa Hill.

On WEDNESDAY the 23rd, and THURSDAY the 24th November, Messrs. BENNETT and Co. are instructed to sell by PUBLIC AUCTION, at the residence, at the above-named place, the very valuable and handsome Household Furniture, &c., the property of William Nicol, Esq. Full particulars will be given hereafter.

Catalogues will be published, and the property on view, 5 days before the day of sale.

FOR SALE ON COMMISSION.

A handsome light English-built barouche, by Thorn, alie set new, with a pair of grey Seabitten Arab horses, and set of harness; goes well in single and double harness.

BENNETT & Co.

Bombay, 25th October 1870.

MEHRJEE, JOHNSTON AND COMPANY,

No. 25, Apollo Street.

AUCTION SALE of most fashionable richly carved and open-work Blackwood and very excellent English Household Furniture, Sets of Plated, Glass and Porcelainware, splendid new Piano, suitable to the Indian Climate, by Messrs. Broadwood and Son's, Argand Lamps, Table Ornaments, Marble Statues, Vases, Pictures, Carpets, Books, Carriages, Horses, Flower Pots with selected Plants, being the property of T. W. Wood, Esq., at his residence, Malabar Hill, Bungalow No. 90.

On THURSDAY, the 27th day of October 1870, at 12 o'clock noon, Messrs. MEHRJEE, JOHNSTON and Co. are favoured with instructions to submit to sale by Public Auction, at the above bungalow, the whole of that valuable Household Furniture, consisting of richly carved open-work Blackwood drawing, dining and bed-room Furniture, comprising round, loo, piers, side, centre, lady's writing, dining camp, office dressing and washing Tables, Sofas with springs and damask, ottoman, drawing dining room, easy mallet pattern Arm Chairs, Antimacassars, Whatnot, Cheffoniers, Sewing Machine, Sideboards, Wardrobe, Dumb Waiters, and Teapoys, Screens, Hat and Stick Stand, Rosewood double Bed Reclining Sofa, Almirah Press, Govan Stand, Towel Horse, Hanging Press, Bengal Cot, Music Box, Flower Vases, Parian Busts, Figures in glass dome, Table Ornaments, Stereoscope Opera Glass, Wedgwood Chessmen, English Carpets, Velvet pile Table Cover, Marble Clock (½ hour striking,) valuable Pictures, Books, plated hanging Argand Lamps with drops of Cut Light, Bronze Figures, splendid Piano, Revolver in oak case, double-barrel breech-loading Gun, Sword, Cricketting Bat by Duke, Book-stand, &c., &c., rich cut leaf pattern Glassware and Porcelainware, coss sting of white and gold Dinner, blue and gold Breakfast, pink and gold Tea, pink and gold flowered Dessert Sets, best Electro Plate Ware, consisting of Mutineer Carry and Vesetable Dishes, Dish Covers, Tea Services, Tea Tray, Spoons and Forks, Table Cutlery by Elkington, Cruet, Liquor Frames, Ice Pitcher, Table, Chamber and Piano Candlesticks, Bronze Table and Brass Reading Lamps, Travelling Canteen, and Sundry, Miscellanies, Dispense and Cooking-room Furniture, selected Garden Plants in pots, Gardening Tools, Carriage, Horses, best plated double and single harness.

Catalogues are published, and may be had on application. The property is now on view.

MEHRJEE, JOHNSTON & Co.

Bombay, 25th October 1870.

NEW ADVERTISEMENTS.

OUR BUSINESS here will in future be carried on under the same Firm as our GLASGOW FRIENDS are now establishing in Calcutta, viz., FINLAY, MUIR & Co.

Bombay, 24th October 1870. FINLAY, CLARK & Co.

MR. JAMES MACALISTER is THIS DAY admitted a PARTNER of our Firm.

Bombay, 25th October 1870. FINLAY, MUIR & Co.

RAILWAYS, &c.—A trained CIVIL ENGINEER of large and well attested experience will be ready, about the 1st of December next, to enter upon the Surveys and Sections, &c., &c., of a RAILWAY, or any other large work.

Address "HELIX," Box No. 101, at the Office of this Paper.

THE NEW SELF-FEEDING

TOBACCO CUTTER,

Approved by every Smoker who has seen it.

Cash Rs. 18. Credit Rs. 20.

TREACHER & Co. (Limited).

COMPOUND SYRUP OF

HYDRATE OF CHLORAL,

Has been recognised by the Medical Profession as a convenient preparation of the Hydrate, being of definite strength, and by the complete disguise of its odour and acridity palateable and inoffensive to the most delicate stomachs.

PREPARED ONLY BY

TREACHER & Co. (Limited),

BOMBAY (FORT & BYCULLA) & POONA.

J. & C. WHITE & Co.'s

UNEQUALLED SHERRIES.

	Cash.	Credit.
PALE DINNER, an excellent light dry Wine for general family use.....per doz...Rs.	22 8	25 0
VINO DE PASTO, a full-bodied generous dinner Wine.....per doz...	26 0	29 0
SUPERIOR PALE (J. & C. W.'s well known "White Seal" brand) a richly flavoured mellow Wine.....per doz...	28 0	31 0

TREACHER & Co. (Limited).

NEW ADVERTISEMENTS.

THEATRE ROYAL, GRANT ROAD.

THURSDAY, OCTOBER 27TH, 1870.

By the kind permission of the Officers, the Band of H. M. 22nd N. I. will be in attendance.

THE WIELAND TROUPE

OF

MALE AND FEMALE DANCERS, PREMIER GYMNASTS, ACROBATS, AND BALLET ARTISTS,

Having just completed a very successful Season in the Opera House, Calcutta, will have the honour of making their First Appearance on THURSDAY, October 27th, 1870, as above.

THE WIELAND TROUPE have had the honor of performing before H. R. H. the Duke of Edinburgh, and their Excellencies Sir John H. T. Manners Sutton, K. C. B., Lady Sutton, Sir George Grey, Sir John Young, Count and Countess of Belmore, and Family of H. E. the Governor-General of Netherlands' India, and all the elite of Europe and Australia.

In soliciting the patronage of the public, Mr. T. Wieland relies with confidence on many favourable opinions of those who have previously witnessed the performances of the celebrated Troupe bearing his name.

The ability to perform feats of skill, strength, and agility, together with gracefulness in walking or dancing, are accomplishments, he is quite certain, largely desired by all classes, and it is to the peculiar development of these he has bent all his energies.

Mr. Wieland has selected the most expert members of the profession, in order that his patrons may assure themselves that nothing but good training is required to enable every one to use the extraordinary physical gifts with which we are all endowed.

He feels assured, without selecting any peculiar feat for reference, that the varied performances of his celebrated Company will meet with great applause from the juvenile part of the audience. Whilst those who have witnessed such scenes as he will remark with pleasure the Immense Improvement that has been made in the study of Gymnasia.

PRICE OF ADMISSION.

Dress Circle	Rs. 4
Stalls	3
Upper Boxes	2
Pit	1

A plan of the House may be seen and Tickets obtained at SOUNDY & Co.'s.

Doors open at 8 o'clock. Performance to commence at 9.

T. WIELAND, Director.
S. R. PHILLIPS, Agent.

EXTENSION OF THE LIFE BUSINESS TO INDIA.

COMMERCIAL UNION ASSURANCE COMPANY.

Head Office—19 & 20, CORNHILL, LONDON.

CAPITAL FULLY SUBSCRIBED £2,500,000
AMOUNT PAID UP..... £250,000

INDIAN BRANCH—CALCUTTA.

Directors of the Indian Branch.

T. A. Apcar, Esq., (Messrs. Apcar & Co.) Merchant.
G. M. Blacker, Esq., Merchant.
F. G. Eldridge, Esq., (Messrs. Atkinson, Tilton & Co.) Merchant, Vice-President of the Chamber of Commerce.
J. C. Murray, Esq., (Messrs. Kettlewell, Bullen & Co.) Merchant.
G. C. Paul, Esq., Barrister-at-Law, Officiating Standing Counsel to the Government of India.
C. Sanderson, Esq., (Messrs. Berners, Sanderson and Upton) Solicitor and Registrar of the Diocese of Calcutta.

Manager in India.

C. H. OGBOURNE, Esquire.

ADVANTAGES OFFERED TO THE PUBLIC.

1. The rates of premium are moderate (generally lower than other Offices), and the conditions of assurance liberal.
2. Premia are received in Yearly, Half-yearly, Quarterly, or Monthly Instalments.
3. Claims are paid one month after satisfactory proof of death.
4. Lives assured at Indian rates (not being seafaring persons) are allowed to reside in any part of the world in time of peace.
5. The office is a comparatively young one (first Policy issued in 1862), and is therefore free from old Liabilities.
6. It possesses a very large Capital, the whole of which is fully subscribed.
7. Its investments are all of a first-class character.
8. The Profits Funds are allowed to accumulate in Special Trust for the primary security of Life Policies.
9. The expenses of management are guaranteed by the Deed of Settlement not to exceed 10 per cent. of the Premium Income.
10. The London Direction consists of first-class City Merchants, who look after the business themselves, who are all Shareholders in the Company, and nearly all of whom have been on the Board from the commencement.
11. The large Bonus declared to Policyholders at the declaration of Profits up to December 1867.
12. The first-class position which the office holds at home, as shown by the price of its Shares on the London Stock Exchange.

SURRENDER VALUES.

Policies are purchased by this Company at an equitable value after payment of Premiums for three years.

GENERAL REGULATIONS.

The English rate takes effect from the date of departure for Europe from Alexandria or Port Said, and the Indian rate from the date of arrival at either of those places outward bound.

Medical Fees and Stamp Duty are paid by the Company. No Entrance Fee or other payment is required of the Assured beyond the Premium.

The following Agents have been appointed in connexion with the Life Department :—

Agra	Uncovenanted Service Bank.
Allahabad	C. J. Cooke, Esq., Bank of Bengal.
Benares Districts	J. G. Bachman, Esq.
Behar Districts	J. Almeida, Esq.
Bangalore	N. R. Bain, Esq.
Bombay	Messrs. Geo. W. Wheatley & Co.
Cawnpore	Bank of Upper India.
Delhi	W. Neill, Esq., Bank of Bengal.
Chumparun	James Berg, Esq.
Chumparun Districts	E. C. Lamb, Esq.
Dalhousie	Walter Adlard, Esq.
Delhi	Delhi Bank Corporation.
Dinapore	Messrs. Kelly & Co.
Dacca	N. P. Pogose, Esq.
Jhansie	Banjeiee Furdoonjee, Esq.
Kurseong	C. Graham, Esq.
Lucknow	W. Dickson, Esq., Bank of Bengal.
Madras	Messrs. Arbuthnot & Co.
Mean Meer	W. Adlard, Esq.
Monghyr	Thomas & Co.
Nagpore	T. A. Clarke, Esq.
Patna	Messrs. Kelly & Co.
Ditto	W. F. Fraser, Esq., Bank of Bengal.
Purneah	E. H. Rombul, Esq.
Rohilkund Districts	H. Costley, Esq.
Sylhet	E. G. Foley, Esq.
Saugor	J. A. Withall, Esq.
Simla	United Bank of India.
Umballa	Ditto.

Copies of the last Report and Balance Sheet of the Company, together with Forms of Proposal and all further information, may be obtained by letter or on application to

GEO. W. WHEATLEY & Co.,
Agents at Bombay.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Building. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET or SOLD, the BUNGALOW No. 147, Malabar Hill. The present occupant will vacate on the 31st May. Apply to the MANAGER, LAND MORTGAGE BANK of INDIA, Limited, Parsee Bazaar, Street.

TO LET, the OFFICES presently occupied by Messrs. Stearns, Hobart, & Co., suitable either for Merchants' or Solicitors' Offices.—Apply to

FINLAY, SCOTT, & Co.

Bombay, 13th October 1870.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatics, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hoopng Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in Irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public speakers and vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an Adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay :—

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla and Fort, Poona.

And of the principal Firms in India and the Colonies.

GUARDIAN, FIRE, and LIFE ASSURANCE COMPANY.

Established 1821.—Capital £2,000,000.

POLICIES of INSURANCE against FIRE granted on all approved Buildings and contents thereof in Bombay and the Mofussil at moderate terms by

SIR CHARLES FORBES & Co., Agents.

Bombay, 1st September 1870.

NOTICES.

ALBERT LIFE ASSURANCE COMPANY (In Liquidation.)

NOTICE is hereby given, that the BOMBAY OFFICE of this Company is CLOSED from this date inclusive. All future Communications to be addressed to the undersigned.

C. H. OGBOURNE,
Attorney for the Official Liquidators.

Calcutta, 1st October 1870.

NOTICE.—A PUBLIC AUCTION will be HELD in the GRAND ARSENAL on THURSDAY, the 27th instant, at 1 o'clock noon, for the sale of UNSERVICEABLE ORDNANCE STORES. Terms of Sale—25 per cent. Deposit on the Lots being knocked down, and they should be removed within three days; on failure of this they will be resold at the risk of the first purchaser.

CHARLES CLARKE, Major,
Commissary of Ordnance.

Bombay, 22nd October 1870.

In the matter of Act X. of 1866, and of the BOMBAY CITY BANK (Limited).

NOTICE.—An APPLICATION will SHORTLY be MADE to the High Court for an Order authorizing the Liquidators of the abovenamed Company to PAY all UNCLAIMED DIVIDENDS on SHARES in the above Company to the Accountant General. All Shareholders who have not received the Dividends on their Shares are required to apply for the same at the Office of the Liquidators, Victoria Buildings Elphinstone Circle, without further delay.

LEATHES & CRAWFORD,
Solicitors to the Liquidators.

Bombay, 6th October 1870.

B. B. & C. I. RAILWAY COMPANY.

EXTENSION TO WUDWAN.

Tenders will be received up to the 31st instant, for the works on CONTRACTS Nos. 1 and 2, between Sabarmuttee Station and Veerumgaum.

Plans and Specifications may be seen at the Company's Offices, Fort.

The Company will not be bound to accept the lowest or any Tender.

FRANCIS MATHEW,
Chief Resident Engineer and Acting Agent.

Bombay, 17th October 1870.

NOTICE.

THE PROLONGATION OF THE

WAR IN FRANCE,

and the consequent uncertainty of supplies from

THE CHAMPAGNE DISTRICTS,

compel us to ADVANCE, from this date, the PRICE of the higher brands of our SPARKLING WINES, viz. :—

QUARTS, from Rs. 36 to Rs. 40 per dozen.
PINTS, from Rs. 19-8 to Rs. 22 per dozen.

The supply even at these rates we cannot long guarantee.

CUTTLER, PALMER & Co.,

27th September 1870. Bombay.

NOTICE.—The undermentioned Banks will be CLOSED on MONDAY the 24th instant, to WEDNESDAY the 26th instant, (both days inclusive), for the DEWALI HOLIDAYS :—

For the Oriental Bank Corporation,
J. F. MOIR, Agent.

For the Chartered Mercantile Bank of India, London and China,
ROBT. CAMPBELL, Agent.

For the Chartered Bank of India, Australia, and China,
JAMES SIMPSON, Agent.

For the Comptoir D'Escompte de Paris,
C. FOUREL, Manager.

For the National Bank of India (Limited),
J. WINDRAM, Manager.

For the Agra Bank (Limited),
EDWARD MORRISS, Manager.

For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 12th October 1870.

REJOESH GRAY TYNDALL, deceased.—Pursuant to Act XXVIII. of 1866 of the Legislative Council of India, entitled "The Trustees' and Mortgagees' Powers Act 1866," NOTICE is hereby given, that ALL PERSONS being Creditors of or otherwise having Claims upon or against the Estate of JOSEPH GRAY TYNDALL, late of Bombay, British Merchant, a Partner in the Firm of Messrs. WILLIAM NICOL & Co., deceased, who died at 42 Bunhill Row, Kensington, in the County of Middlesex, in England, on the 31st day of May 1870, and Probate of whose last Will and Testament was granted by the High Court of Judicature at Bombay on the 27th September 1870 to WILLIAM GILMOUR HALL, the Executor named in the said Will, are required, on or before the 27th October 1870, to send to Messrs. REMINGTON, HORE and LANGLEY, Proctors for the said Executor, the particulars of their Claim against the Estate of the said deceased, and that at the expiration of such time the said Executor will proceed to administer to the said Estate, having regard to the claims only of which he shall then have Notice. All persons being indebted to the said Estate or having property of the deceased in their hands are hereby required forthwith to pay or account for the said debts or property to the said Executor.—Dated this 28th September 1870.

REMINGTON, HORE & LANGLEY, Proctors,
High Court, Bombay.

TENDERS will be received by the Superintendent of Marine, up to 1 P.M. on THURSDAY the 27th instant, for CONVEYANCE HENCE to ANDAMANS of about SEVENTY-EIGHT (78) NATIVE CONVICTS, with two Native Warders, and the proportionate Military Guard, and one Subordinate Medical Officer, for which latter Officer a Cabin Passage and First Class Rations must be provided.

2. Fifty days' Provisions, Water, Firewood, with such Cooking Utensils, Drinking Pots, Plates, and other articles as may be necessary for their use and comfort during the voyage, as well as a sufficient number of Cooks for cooking the food of the Convicts and Guard, also Topasses or Sweepers to maintain cleanliness on board for the whole of the above party, and fittings (for Convicts only) are to be supplied by the Owners, Agents or Masters of the Vessels, the Provisions put on board being subject after shipment to the inspection of, and to rejection by, the executive Commissariat Officer or Masters of the Vessel.

3. Medicine and Medical Comforts will be provided by the Medical Department, the cost of which is to be borne by the Owners, Agents or Masters of the Vessel.

4. Any surplus of Provisions, &c., that may remain on board at the end of the voyage may be landed over to the Authorities at Port Blair, and the cost of the same, at the rate at which they were purchased, will be repaid by Government to the Owners, Agents or Masters of the Vessel in Bombay on receipt from the Authorities at Port Blair of a list of the Articles made over to them.

5. For any inferior issue of Provisions during the Voyage, the Owners, Agents or Masters of the Transport, shall pay to Government double the price of the Articles (as passed by the Survey Committee) which would have otherwise been consumed, the payment to be made before receiving the final modicum of the passage money.

6. The words "Tender for Convicts" should be superscribed on the Cover.

7. The Agents of Vessels tendering should distinctly state the exact date on which the vessel will be ready for final survey.

8. The Owners, Agents, or Masters of Vessels tendering will have to convey free of charge such Provisions as Government may put on board, which should be made over with the Convicts at the port of debarkation, obtaining receipt for the same.

9. The expense attending stamp fees affixed to Charterparties will be paid as to Contracts (if vessels taken up) to be borne by the Owners, Agents or Masters tendering.

10. The Superintendent of Marine does not bind himself to accept the lowest or any Tender.

By Order of the Superintendent of Marine,
GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 15th October 1870.

FRERE LAND and RECLAMATION COMPANY (Limited).—NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS in the above-mentioned Company will be HELD at 1, Church Street, Fort, on MONDAY, the 21st day of November 1870, at 3 P.M., to consider an Account showing the manner in which the WINDING UP of the Company has been conducted, and the Property of the Company disposed of.

BYRAMJEE CURSETJEE, Liquidator.

Bombay, 18th November 1870.

THE FRERE LAND COMPANY (Limited).—NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS in the above-mentioned Company will be HELD at 1, Church Street, Fort, on the 21st day of November 1870, at 3 P.M., to consider an Account showing the manner in which the WINDING UP of the Company has been conducted and the Property of the Company disposed of.

BYRAMJEE CURSETJEE,

COMMERCIAL INTELLIGENCE.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs. p. a.			
100,000	100	all	3 p.ct	Agra Bank	100
22,000	1,000	all	9 p.ct.	Bank of Bengal	1,450
10,000	500	all	6 p.ct.	Ditto of Bombay New	585
10,000	500	100	6 do.	Ditto 2nd Rev. Issue	102½
5,000	1,000	all	12 p.ct.	Ditto of Madras	1,650
40,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	265
20,000	275	all	12 p.ct.	Hong. & Shanghai Bank.	370
4,000	200	all	nil	Chartered Bk. of I. & C.	150
37,500	250	125	5 p.ct.	National Bank of India	119 exd
6,000	250	all	12 do.	Oriental Bank	425

LAND COMPANIES.

1,000	3,000	all	Rs. 70	Colaba Land Co.	1,545
3,000	100	all		Evans Land & Pier Co. Ld.	168
1,750	2,000	2,000	Nil	Mazagon Land	1,010
4,000	2,000	1,400	Nil	Port Canning	200

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co.	1,950 nl.
500	2,500	all	125p.a*	Alliance Spinning	2,325 to 40
100	5,000	all	...	Bombay	5,000
200	1,000	all	25*	Bombay United	905
9	150	150	...	Broach Mills	198
600	150	50	...	Do. New	100
800	5,000	all	...	Dharmsey Spinning	2,025
750	1,000	all	125p.a	Great Eastern	1,540
2,500	1,000	all	80 p.a	Manockji Petit's	895
900	2,500	all	80 p.a	Oriental	1,925
600	1,500	1,200	...	Royal	1,450

*Per share for the half-year.

CALCUTTA.—20TH OCTOBER 1870.

The following transactions were reported to-day :—

In Government Securities—

4 per cents, at Rs 98-2 or 1-14 discount.

5 per cents of 1856-57, heavy amount, at Rs 107-1 and small sums at Rs 107-5 to 107-6.

5½ per cents, at Rs 114-2.

15 years' Debentures, a lakh, at Rs 110-6.

In shares—

Tirhoot Indigo Co's shares, at Rs 50.

—*Englishman.*

MILITARY.

ARRIVALS.—OCTOBER 24.

Anderson, Captain, Bengal Staff Corps, on furlough, from Europe.

Chalmers, Lieutenant, Bengal Unattached List, on leave, from Europe.

McHutchin, Lieutenant-Colonel, Bengal Staff Corps, on furlough, from Europe.

Jenkins, Major, 1st Bengal Cavalry, on sick leave, from Europe.

Smith, Lieutenant-Colonel, 18th Bengal Cavalry, on furlough, from Europe.

Parsons, Assistant Surgeon, Bengal Medical Establishment, on furlough, from Europe.

Davies, Major, Staff Corps, to rejoin, from Nuggur.

Mennie, Surgeon, Staff, on sick leave, from Europe.

Allen, Lieutenant, 23rd Regt native N. I., on leave, from Poona.

Pilcher, Assistant Surgeon, Bengal Medical Establishment, on furlough, from England.

Duff, Doctor, Royal Artillery, on leave, from Poona.

Douglas, Lieutenant, Bengal Staff Corps, on medical certificate, from Europe.

Tytler, Major General, Bengal Staff Corps, on leave, from England.

Bi den, Major, Madras Staff Corps, on furlough, from Europe.

Banbury, Captain, Bengal Staff Corps, on furlough, from Europe.

Moore, Captain, Pension Paymaster, on duty, from Mhow.

Macpherson, Lieutenant-Colonel, Deputy Commissary General, Bengal Army, on furlough, from England.

Martin, Lieutenant, Royal Artillery, on duty, from Poona.

Hicks, Lieutenant-Colonel, Staff Corps, on furlough, from England.

Penn, Lieutenant-Colonel, Royal Artillery, to rejoin, from Poona.

DEPARTURES.—OCTOBER 24.

Stack, Captain, Adjutant 21st Regiment N. I., on leave, to Surat.

Thorp, Surgeon, Medical Department, on leave, to Kurrachee.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Poona, 22nd October, 1870.

The following Circular, No. 17-E, dated Head Quarters, Simla, 25th February 1864, is published for information and guidance, with reference to G. O. C. No. 769, 21st September 1863 :—

The Commander-in-Chief finds it necessary to point out, for general guidance, that Commanding Officers are not competent to confirm the sentences of Court Martial on Schoolmasters. This power can be exercised only by the Commander-in-Chief, vide para 3 of the General Order, dated 22nd August 1863.

2. In future therefore, whenever a Schoolmaster is placed in arrest, the facts and circumstances of the case are to be reported to Army Head Quarters, and trial is not to be ordered pending instructions from the Commander-in-Chief.

Under the orders of Government, a Committee composed as follows will assemble at such time as the Quarter Master General may direct, for the purpose of valuing the Cavalry Lines at Poona, Deesa, Rajcote, Neemuch, and Nusseerabad :—President—Lieut-Colonel Briggs, C. B., Staff Corps. Members—Captain Watts, Staff Corps; the Executive Engineer, Poona, Deesa, Neemuch, and Nusseerabad ; the Assistant of the Committee to wait on the Quarter Master General for instructions.

Lieutenant W. Scott, Staff Corps, qualified at Hythe as First Class Instructor of Musketry.

The officiating appointments in the 15th Regiment N. I., as announced in G. O. C. No. 681, 1st instant, are to have effect from the 19th September last.

The Commander-in-Chief is pleased to make the following appointments :—

2nd Regiment Light Cavalry.—Captain and Brevet-Major S. W. O Stevens, cadre 3rd Cavalry, to officiate as 2nd Squadron Officer during the absence of Major Sykes on furlough to Europe or until further orders.

3rd Regiment Light Cavalry.—Lieutenant M. Mayne, 2nd Squadron Subaltern, to be 1st Squadron Subaltern.

The Officer Commanding A Battery E Brigade Royal Horse Artillery is authorized to issue an extra 5 lbs of grass daily to each of 32 horses in the battery unprovided with cover from the 1st to the 31st October 1870.

The Officer Commanding D Battery E Brigade Royal Horse Artillery is authorized to issue an extra 5 lbs of dry grass daily to each horse in the battery from the 25th July to the 31st August 1870.

This cancels G O C No. 557 of 1870.

The undermentioned officers are reported to have passed the required examination in Hindoostani :—

Higher Standard.

Lieutenant E. B. Anderson, 109th Foot.

Lieutenant J. D. Snodgrass, 18th Brigade Royal Artillery.

Ensign F. J. Maitland, 95th Foot, Aide-de-Camp to Major-General Malcolm, K. C. B.

Lower Standard.

Lieutenant S. Mahew, 5th Brigade Royal Artillery.

The undermentioned officer returned to duty by permission of the Secretary of State for India on the 1st October 1870 :—

Lieutenant W. Scott, Staff Corps, Adjutant 12th Regiment N. I.

The undermentioned native soldiers are reported to have qualified as Instructors of Gymnastics :—

Private Luzimon Miester, 9th Regt. N. I.

Private Shere Khan, 24th Regiment N. I.

Private Ali Khan, 14th Regiment N. I.

Lance Naique Sohara Khan, 29th Regt. N. I.

Private Bieson Sing, 29th Regiment N. I.

Private Kumber Khan, 29th Regiment N. I.

Koondlick Wagker, General No. 1146, late a private 6th Regiment N. I., is re-admitted to the service from the 25th April last.

Erratum.—G. O. C. No. 602 of the 8th instant, for Sergeant A. German, read Corporal A. German.

The following orders are confirmed :—

2nd Foot (1st Battalion).—Regimental Order, dated 7th October 1870, appointing Lieutenant Hughes, Assistant Instructor of Musketry.

26th Regiment N. I.—Regimental Order, dated 14th October 1870, directing Lieutenant and Adjutant Heath to officiate as Quarter Master in addition to his own duties, vice Captain Trevor.

The undermentioned officers have leave of absence :—

8th Foot (1st Battalion).—Lieutenant L. L. A. Wise, to England, from date of embarkation for six months, on urgent private affairs.

92nd Foot.—Surgeon A. C. Ross, to England, overland, from date of embarkation, to appear before a medical board.

Staff Corps.—Captain G. Bramwell, attached to 8th Regiment N. I., four months from date of departure, to Bombay, for the purpose of studying Hindustani.

General List.—Lieutenant S. S. Dalmahoy, attached to 7th N. I., to Bombay, from 1st to 10th November 1870, to study Hindustani.

BENGAL GOVERNMENT ORDERS.

(*Calcutta Gazette*, Oct. 19.)

Mr. William McKinley Clay to officiate as an Assistant Commissioner at Darjeeling, during the absence, on tour, of Major Boyce William Dunlop Morton, or until further orders. Mr. Clay will officiate as a Joint-Magistrate and Deputy Collector of the second grade while employed at Darjeeling.

Mr. Charles Archibald Samuells, Assistant Magistrate and Collector, Hooghly, is transferred to Chumparun. Mr. Samuells is also appointed to be Sub-Registrar of Assurances of the Sub-district of Motcehari, having its Head-Quarters at the Sudder Station of the District of Chumparun.

Mr. R. E. Grey, officiating Extra Assistant Commissioner, Durrung, is transferred to Kamroop.

The Reverend Robert Colquhoun to be Chaplain of Gowhatty.

Mr. James Fuller Blumhardt, Extra Assistant Commissioner, Sonthal Pergunnahs, to have charge of the Sub-district of Deoghur.

Mr. Andrew William Cosserat to have charge of the Sub-district of Godda.

Mr. Alexander John Fraser, Deputy Magistrate and Deputy Collector, Sonthal Pergunnahs, is transferred to Furreedpore.

Mr. Edward Maxwell Reily, Deputy Magistrate and Deputy Collector, Furreedpore, is transferred to the Sonthal Pergunnahs, and posted to Pakour.

Mr. R. E. Sevestre, Deputy Magistrate and Deputy Collector, Burdwan, to have charge of the Sub-division of Culna, during the absence, on leave, of Mr. Thomas Durant Beighton, or until further orders.

Dr. James Anderson, Professor of Comparative Anatomy in the Medical College, Calcutta, leave for three months, from any date within the current month.

Mr. Wilfred Kendall Clementson, Deputy Magistrate and Deputy Collector, Cachar, leave for two months.

Mr. Thomas Durant Beighton, Assistant Magistrate and Deputy Collector of Culna, for one month, from the 14th instant.

Mr. William McKinley Clay to officiate as Judge of the Small Cause Court at Darjeeling, during the absence, on tour, of Major Boyce William Dunlop Morton, or until further orders.

Mr. Samuel Wright to be Judge of the Small Cause Courts of Moorshedabad and the Cantonment of Berhampore, and to be also Subordinate Judge of Moorshedabad.

Mr. Sandford James Killby to officiate as District Superintendent of Police, Lohardruggah, during the absence, on leave, of Mr. Robert William King, or until further orders.

Surgeon Theodore Duke, M.D., to be Civil Surgeon of Monghyr, but to officiate as Civil Surgeon of Patna, until further orders.

Mr. T. B Stoney, Executive Engineer, fourth grade, to officiate as Executive Engineer of the Sasseram Division.

Mr. C. W. Hope, Executive Engineer, third grade, to officiate as Executive Engineer of the Gundock Embankment Division.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, October 18.)

His Excellency the Governor has been pleased to nominate the undermentioned Gentlemen to be Additional Members of the Council of Fort St. George for the purpose of making Laws and Regulations :—

The Honourable Venkankum Ramiengar.

The Honourable Goday Narrian Gajapathi Rau.

The Right Honourable the Governor will be happy to see Gentlemen at Breakfast, at Government House, Madras, on Tuesday next, the 25th instant, at half past 9 o'clock.

Gentlemen purposing to attend, are requested to send their names to the Aide-de-Camp in waiting, Government House, Madras, by noon the previous day, notifying on their cards, should they desire a private audience after breakfast.

The Governor requests the honour of the company of all gentlemen in her Majesty's Civil, Naval, and Military Services at a Ball to be given in the Banqueting Hall, on Wednesday the 9th November next, at 9 o'clock, in celebration of the Birth-day of Her Most Gracious Majesty the Queen. Officers are not required to attend in Full Dress.

Mr. H. Sewell, Acting Principal Assistant Collector Vizagapatam, for two years, to proceed to Europe on furlough from 1st December next.

Mr. W. F. Hewetson, Deputy Collector in charge of Salt Department, South Arcot, three months' sick leave

Mr. H. R. Farmer, Assistant to the Collector and Magistrate of Bellary, for one month.

Mr. S. R. Dawes, Principal Sudder Ameen, Cuddapah, for six months.

Lieutenant-Colonel J. G. Palmer, of the Staff Corps, Executive Engineer of the second grade, one month's privilege leave.

Mr. G. B. Shaw to act as Deputy Collector of Sea Customs, Madras, during the employment of Mr. Loch on other duty, or until further orders.

Mr. T. G. Blake to act as Appraiser of Sea Customs, Madras, during the employment of Mr. G. B. Shaw on other duty, or until further orders.

The above appointments to take effect from the 12th instant.

Mr. W. Freer, Inspector of Police, Nellore District, to act as Deputy Collector in charge of the Salt Department South Arcot.

Captain George Christie, Staff Corps, to act as Superintendent of Police, 2nd grade in South Canara.

Captain, Brevet Lieutenant, Colonel John Holroyd Dovetton, Cadre 3rd Regiment Light Cavalry, to be British Consular Agent at Pondicherry.

Captain T. James H. B. Fischer, of the Madras Staff Corps, to be British Consular Agent at Karikal.

His Excellency the Governor in Council hereby appoints Major George Bligh Bowen, Acting Commissioner of Police, to be a Member of the Commission for the 5th Division of the Municipality, in the room of Major W. S. Drever.

Colonel C. V. Wilkieson, R.E., to be an Executive Engineer of the 1st grade, vice Colonel J. Bean proceeded on furlough to Europe, and to officiate as Superintending Engineer of the 1st class.

Mr. K. D. P. Roberts, Assistant Engineer of the 1st grade, to be Executive Engineer of the 4th grade.

Mr. J. M. Hawksworth, Assistant Engineer of the 2nd grade, to be Assistant Engineer of the 1st grade.

Mr. C. Lare Isle, Assistant Engineer of the 3rd grade, on probation, to be Assistant Engineer of the 2nd grade.

Mr. S. M. Johnson, to be Assistant Controller of the 2nd grade, and to be attached to the Railway branch of the Public Works Department.

Lieutenant W. H. Conker, R. E., Executive Engineer of the 4th grade, is transferred from the Irrigation to the Railway Branch of the Public Works Department, with a view to his employment as Assistant Consulting Engineer for Railways.

The undermentioned Members of the Madras Covenanted Civil Service attained the rank of fourth class on the 7th instant :—

Roberts, P. L ; Pennington, B L., J.B. ; Woodroffe, B.A., F. H. ; Hope, B.A., J. ; Daniel, J. B. ; Stokes, H. J. ; Brandt, F. ; Logan, W. ; Best, B.A., J. W. ; Sharp, F. R. H. ; Price, J. F. ; Storr, B. A., E. ; Lilly, LL.B., W. S. ; Cemyn, W. H. ; Horsfall, B.L., J. G. ; Sewell, B. A., H. ; Cruickshank, M.A., A. ; Gordon, H. P. ; and Horsbrough, B.

MILITARY DEPARTMENT.

The Right Honourable the Governor in Council is pleased to make the following appointments :—

Captain H. A. T. Nepean, of the Staff Corps, to be a Deputy Assistant Quartermaster General, in succession to Captain R. D Thorpe, whose tour of Staff duty expired on the 1st October 1870. The time Captain Nepean served as Deputy Assistant Adjutant-General will be included in calculating his tour for the present appointment.

Lieutenant D. J. S. McLeod, of the Cavalry General List, to be a Deputy Assistant Quarter Master General, in succession to Major W. R. Meshan, whose tour of five years will expire on the 23rd November 1870.

Veterinary Surgeon F. G. Shaw, of the Remount Depot at Ooscor, to officiate as Agent for Remounts, without prejudice to his own duties during the absence on furlough of Colonel T. Thompson, or until further orders, and with effect from the 5th October 1870.

Lieutenant A. J. Mackworth, of the Royal Madras Artillery, Acting Commissary of Ordnance, 3rd class, to be Commissary of Ordnance, 3rd class, to complete the Establishment—with effect from the date of embarkation for Europe of 2d Captain F. S. Budd.

Captain H. M. Clarke, of the 1st Regiment Light Cavalry, is permitted to proceed to Sea and the Northern District, on furlough (medical certificate) for three months, and to embark from Calcutta.

The furlough in India, granted in G. O. G. 12th August 1870, to Major G. B. Bowen, of the Staff Corps, is cancelled.

The services of Lieutenant Frederick Hardy Blanshard of Her Majesty's 2nd Battalion 10th Foot, are placed at the disposal of he Government of Bombay, for appointment as a Probationer for the Bombay Staff Corps.

The following movement, notified in G. O. G. 22nd July 1870, No. 219, is cancelled :—

B Company Sappers and Miners from Bangalore to Port Blair.

MADRAS STAFF CORPS.—Captain Francis Henry Thompson, Royal Artillery, Assistant Superintendent in the Revenue Survey, is admitted to the Staff Corps from the 20th July 1869, subject to Her Majesty's approval.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, Oct. 19.)

Lieutenant-Colonel Clements Thomas Hallett, District Superintendent of Police, Allygurh, privilege leave of absence for one month, from the 10th October.

Mr. T. A. Martin, Collector of Customs, Jhansie, privilege leave of absence for two months, in supersession of Notification dated 7th September last.

Captain Alfred Olliver, officiating District Superintendent of Police, Moradabad, to officiate in the same capacity at Meerut on being relieved of his present duties by Captain Thomas Dennehy.

Mr. J. Charde, Inspector, to officiate as District Superintendent of Police, Allygurh, during the absence on leave of Lieutenant-Colonel Hallett, or until further orders.

Mr. T. A. Martin, whose services have been placed at the disposal of this Government to be Collector of Customs, Jhansie, with effect from 5th March 1870.

Mr. William Richard Nix James, officiating 1st class Assistant Commissioner at Jhansie, transferred to Jaloun.

Mr. Robert Henry Story, officiating 3rd class Assistant Commissioner in Jaloun, transferred to Jhansie.

SHIPPING.

DAILY FREIGHT REPORT—21ST OCTOBER.

London	Cotton	£1 12s. 6d.	p.ton
	Cases	£1 15s. 0d. to £1 17s. 6d.	,,
	Seeds	£1	,,
Liverpool	Iron Ships Cotton	£1 12s. 6d. to £1 17s. 6d.	,,
	Wooden Ships ,,	£1 12s. 6d. to £1 15s. 0d.	,,
	Myrabolns & Coir bdls	£0 7s. 6d. to £0 10s. 0d.	,,
	Seeds	£0 15s. 0d.	,,
Havre	Cotton	£1 12s. 6d. to £1 15s. 0d.	,,
	Coffee	Nominal	
Overland	Steamers	£2 10s. 0d.	,,
Liverpool via Suez Canal		No vessel.	
China	Steamer Cotton	Rs. 6 to 7 per bale.	
	Wooden Ships	Rs. 25 to 30 per chest.	
	Sailing Ships	Rs. 3 per bale.	
Calcutta	Salt	Rs. 3 0 0 per ton	
Calcutta to Bombay		Rs. 15 and Calcutta Port charges	
Mauritius		8 annas to 10 p. bag nominal	

ARRIVAL.

Oct.	Vessel.	Commander.	From.
24	Phlox (s)	Baker	Goa, October, 22.

DEPARTURES

Oct.	Vessel.	Commander.	Destination.
24	M.S. Elphinstone (s)	Raffin	Coast and Goa.
	Euphrates (s)	Hutcheson	Kurrachee,

The ship Regina, Brady, to Calcutta, obtained her port clearance yesterday.

The following vessels began to load yesterday—

Steamer Phlox, to Coast and Goa.

Ship France, to Calcutta.

THE HOOGHLY.

ARRIVAL.

Oct.			
20	Caroline Nesmith	Nacoda	Jedda, August 20.

DEPARTURES.

Oct.			
20	Madras (s)	.....	.....
	Martaban	.....	.....
	Indian Merchant	.....	.....
	Northumberland	.....	.....

DAILY EXPORTS.—24TH OCTOBER.

FOR HONGKONG.

Travancore (s), 5 chests Malwa opium, R. Dhunjeeshaw & Co. ; 10 chests Malwa opium, Ramdass Khimjee & Co. ; 28 chests Malwa opium, Dadabhoy Cowasjee Tata ; 241 chests Malwa opium, David Sassoon & Co. ; 15 chests Malwa opium, Cursetjee Bomanjee & Co. ; 55 bundles shark fins, Currimbhoy Ebrahim ; 11 chests Malwa opium, Mahomed Dama & Co. ; 36 chests Malwa opium, Ebrahim Noordin & Co. ; 12 chests Malwa opium, Hajee Adam Esmail & Co. ; 10 chests Malwa opium, Dhunjeebhoy Rutnagiur & Co. ; 11 chests Malwa opium, S. and D. B. Futtakia ; 35 chests Malwa opium, Currimbhoy Ebrahim ; 108 bales cotton, Ebrahim Noordin & Co.

FOR SHANGHAI.

Travancore (s), 37 chests Malwa opium, R. Dhunjeeshaw & Co. ; 54 chests Malwa opium, Ruttonjee Eduljee ; 12 chests Malwa opium, Cursetjee Bomanjee & Co. ; 20 chests Malwa opium, E. J. Ebram ; 23 chests Malwa opium, Currimbhoy Ebrahim ; 87 chests Malwa opium, E. D. Sassoon ; 9 chests Malwa opium, S. E. Sassoon.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, Latitude—18° 53' 30" N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea—37 feet. Mean daily values derived from 24 hourly observations on

22nd October.

Barometer corrected to 32 deg. Fah	.680	in.
Temperature of the Air	81·3	,,
Wet Bulb Thermometer	73 4	,,
Dew Point	69·9	,,
Relative Humidity of Air	·693	,,
Extent of cloudy sky (the whole sky clouded—8)	6·4	,,
Maximum temperature of air (read at 9½ A.M.) on following day	86·4	,,
Minimum do. do.	77·4	,,
Gen. Direction of Wind—NNE, N, NNW, NW, NNW, SW, SE.		
Movement in 24 hours	233	miles
	In.	Cts.
Fall of rain during the week	0	34
Registered between 1st January and 16th October.	65	67
Total fall of rain between 1st Jany. and 23rd Oct.	66	21

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mails per P. and O. Co.'s Steam Packets leave Bombay on Sunday morning.

The next Overland Mail will be despatched on the 30th instant.

The Mail closes at the General Post Office at 7 P.M. on Saturday.

The after-packet remains open till 6 A.M. on Sunday, for the reception of letters on which the usual fee of 8 annas is prepaid by stamps in addition to the postage.

Registered letters are received up to 4 P.M. on Saturday.

The latest hour for posting Overland covers at the several branch offices is 5 P.M.

Late letters may be posted at the Pier Post Office till 7 A.M on Sunday.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTH.

STEWART—September 22nd, at Rockbourne, Tunbridge Wells, the wife of M. J. Shaw Stewart, Esq., of a son.

BENGAL.

BIRTH.

MEUGENS—October 20th, at Ballygunge, the wife of J. G. Meugens, Esq., of a son.

DEATH.

WILLIAMS—October 14th, at Calcutta, of diphtheria, Captain F. W. Williams, General List, Bengal Army, officiating Adjutant 2nd Bengal Light Infantry.

MADRAS.

BIRTH.

WINTER—October 7th, at Bangalore, the wife of G. K. Winter, Esq., of the Madras Railway, of a son.

DEATHS.

LUTTRELL—October, 6th, at Bangalore, Henry Gilbert Luttrell, son of the late G. Luttrell, House of Agency in Madras, aged 14 years and 6 months.

SWANSTON—At Sea, on board the Great Victoria, Georgiana Elizabeth, the eldest daughter of Major W. C. Swanston, Madras Staff Corps.

NORTH-WEST PROVINCES, &c.

DEATH.

KNIPE—October 15th, at Rawul Pindee, of fever, Isabella Olivia, daughter of John Copeland Knipe, Surgeon, H. M.'s 86th Regiment, aged six months.

THE WAR-TELEGRAMS

WILL BE ISSUED FROM THIS OFFICE TO-DAY AS SPECIAL EDITIONS IMMEDIATELY ON ARRIVAL.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All communications respecting advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

TUESDAY, OCTOBER 25, 1870.

THE Government of England are reported to have taken, in conjunction with Italy and Austria, a decisive step towards peace. They have, we assume officially, proposed that the belligerents should agree to an armistice, with the express object of allowing time for the election of a Constituent Assembly. Russia, it is asserted, was employing her influence separately to bring about the desired result; and the German leaders had declared their willingness to sign an armistice, provided that a cession of territory were admitted in principle. Beyond the fact that the greater neutrals have stepped forward into daylight, we learn nothing new, because it was obvious that England and other powers were secretly acting as go-betweens, and that the Germans were willing a month ago to sign an armistice on the basis proposed. It remains to be seen, therefore, whether any change has come over the French rulers, and whether they will accept now a sacrifice, which they scouted at Meaux in September. Indeed, only on the 18th of this month, according to a recent telegram, M. Jules Favre had preferred, on behalf of his country, the endurance of suffering, to the satisfaction of what he is pleased to call "Prussian ambition." We may, therefore, doubt whether his mind and that of his colleagues has undergone a change since the 18th. In that case, unless the neutrals are prepared to become belligerents and to enforce an armistice, the neutrals will have done no immediate good. Nevertheless, it is an important political fact that the neutrals have, by their diplomatic action, implied an opinion that, in the present state of France and the war, the victorious party ought to sign an armistice.

Now an armistice, which did not leave the Germans in possession of the advantages they have won at a tremendous cost and by an almost unequalled national effort, undertaken in order to settle once for all their right to constitute themselves as they please, would be an act of folly so great that we cannot conceive any set of men who would commit it. The Germans must have ample securities if they are to grant an armistice, securities which, in the event of a Constituent Assembly coming to a decision that the war should be prosecuted still further, would enable the Germans to re-commence hostilities in a position as favourable as that they now occupy. What is the object of war? To overcome an enemy and make him consent to terms imposed by the victors. The relatives of all the slain Germans and their countrymen would have the right to regard their death as wanton murder, unless the cause for which they died were won, or at least not put in peril by a showy magnanimity which has no backing of right or justice. The French challenged the Germans, as they have often done before; they have been beaten, and now they think it "impious" to pay the cost. M. Jules Favre and his colleagues are sincere in repudiating the responsibility of war; but the effort is vain, since nations are and must be responsible for the conduct of those whom they allow to rule over them. Beyond question the French would have accepted the fruits of the war had it turned out to be a fortunate speculation for the Emperor; the terms of peace would have been hard; the dynasty of the Bonapartes would have been founded on the one success which to the mind of Frenchmen gives unmixed satisfaction, success won against Germans whom they despise, and ratified by an acquisition of territory, coveted, intrigued for, and finally sought on the field of battle. The picture is reversed. The slow, heavy, plodding, unready German, has gained the victory; and, looking to the past history of Europe, and especially to the history of Germany and France, the Germans would be culpable if they did not take ample securities against the recurrence of those wars of ambition and conquest which are the landmarks of modern history.

There is one consideration which is overlooked by most men. The relative strength of Germany and France is inferred from the events of this war, and people speak of Germany, as they spoke of Prussia a hundred years ago. Then Prussia was to be a great power, because Frederick was a great man. In a little time where was Prussia? It was the able man who happened to be her sovereign who made her great and feared. And what is it now? Germany happens to have two able men, only one of whom is a Prussian; and these able men have won for Germany her successes in two wars. France once had an able man, ablest among men of his time, and he set France, for years, at the head of Europe. Neither France nor Germany can command able men at pleasure. Is it possible to conceive anything more feeble than Prussia in the days of Frederick William IV.? Take the war of 1859. Two commanders, each below the average, made war on each other, and the least bad won the day. Austria has had able generals, but her last soldier was Radetski, and no man rising to take his place, she succumbed. In looking to the future, Germany has no right to count upon the existence of a Von Moltke and a Bismarck in her midst. Nor can she fairly look for a succession of armies, equal in excellence to the armies of 1866 and 1870. Nothing is more astonishing than the decay of armies. Once it was Spanish infantry, then Swedish infantry, then Prussian infantry; now it is the armies of France and anon the armies of Germany. The system of Frederick remained until Jena, but the spirit had long gone out. That military institutions of unusual excellence demand a strain to keep them up greater than human nature can bear is the lesson of history. And so this German army and these German military institutions are destined to deteriorate as soon as peace again sets in, or rather as soon as the living pressure of a great danger from without ceases to be. But though armies grow less effective by age, fortresses and strategical positions remain. The geography of the world cannot be changed; rivers cease not to flow; mountains are immoveable; even the great roads, though changed to iron, run in the same tracks for hundreds of years. And, as armies fail from neglect and the withdrawal of stimulating dangers, and as strong places and master routes remain, these latter afford a security lacking in man. They break a flood of invasion and give time. Even now, it is of course possible, that Paris fortified and Lyons fortified, even that Metz, beset as it is, may help to save France. Count Bismarck's assertion that South Germany will always lie open to a French invader as long as he holds Strasburg, is indubitably correct; and if a nation can prevent its territory from becoming, as it has so often been, a theatre of war, and can make the antagonist's country the theatre of war, it is bound to do so. A statesman who neglected that duty would be justly called a traitor. We say now, as we said at the opening of this war, that with the strong well-covered frontier she had, France ought to have made either a powerful onset or a very powerful resistance. The French army was literally thrown away by the ineptitude of its commander; thrown away on the Saar, thrown away on the Moselle, thrown away recklessly on the Meuse. If peace gives her back Strasburg and if she keeps Metz, Germany will be in as much danger as she was before July 1870, and she will only be able to protect herself by maintaining in the highest efficiency her national army, and always standing ready for a war begun by a word and a blow. But Germany does not want to stand in this strained and straining position. She wants peace, and a long course of internal activity needed to consolidate a German Government and to obtain the fullest development of German liberties; and that will not be attainable until the French accept M. Renan's programme and mind their own affairs. Other troubles may arise from other quarters, but this long-standing quarrel must be settled, and settled on the principle that each nation is master in its own house. And, considering the interests of the future, the settlement ought to include something in the nature of an example, not to say of a punishment. England will have to walk warily, if she would not forfeit her historical position, relations, policy; and, acting on the dictates of "humanity" or "sentimentalism," would not find herself falsely allied. The dictates of true policy point to a German alliance; for in that lies the solution of many questions momentous in the highest degree to us; questions which cannot be satisfactorily solved by any other process; the Eastern question foremost among them all.

BABOO KESHUB CHUNDER SEN arrived in Calcutta last Thursday morning from Bombay. A large number of friends and well-wishers were on the platform to receive him.

THE relief of the wing of H. M.'s 10th Regiment N. I. at Tanna by the wing now with the head quarters at Malligaum, has been ordered. The wing from Malligaum (excepting one company) is to leave Munmar on the 25th instant. The Tanna wing is to leave Tanna on 26th instant, and the company left at Malligaum is to leave Munmar on the 31st instant.

MR. E. BAILEY, Assistant to the Accountant-General, North-Western Provinces, and in charge of the Paper Currency Office, Allahabad, has, (says the "Pioneer") been transferred in the same capacity to Nagpore. Mr. S. Jennings will probably succeed Mr. Bayley on his return from leave; but in the meantime Mr. C. R. Kiernander has been directed to take up the current duties as a temporary measure.

THE Government of India has made a very prudent reply to the last letter of the Secretary of the Bengal Chamber on the subject of the Income Tax. We append it :—

"Sir,—I am directed by His Excellency the Right Hon'ble the Viceroy and Governor-General in Council to acknowledge the receipt of your letter dated 14th September 1870.

"I have the honor to be, sir, your most obedient servant, (Sd.) R. B. CHAPMAN, Offg. Secy. to the Govt. of India.

"Simla, 4th October, 1870."

A word more would have spoiled it.

THE ceremonies attendant on the opening of the Sutlej Bridge are variously described by the correspondents of "Indian Public Opinion," the following being, in epitome, the account of one writer :—"The Durbar was hot, crowded, and dull, the military, "with the exception of General Confusion," being poorly represented. The decorations of the tiffin room were principally steam-engines and fountains; but the tiffin was excellent. After the eating, General Abbott tried to speak, "but wisely gave it up." Colonel Pollard also was noticed smiling benignantly in an upright attitude; "but what he said no man knoweth," and so, concluded the writer, "everybody got home and cried, 'Well done, General Abbott, and well done the Engineers who did the bridge.'" The Sutlej Bridge is now a fact, and, unless anticipations were miserably sanguine, a great one.

KATTYWAR.

RAJCOTE, 20TH OCTOBER.

THE weather is becoming excessively hot, and fever prevails to some extent. The harvest of the early crops is not so good as has been expected, but may be said to be fair.

A telegraph office will be opened at Wudwan, the intermediate station between this and Ahmedabad, on the 1st prox., and measures will immediately be adopted to extend telegraph communication in the province. The places where offices will be opened are Jooria, Nowanuggur, Gondul, Dhorajee, Jaitpore, Joonaghur, and Veeravul, all towns of commercial importance.

A meeting of Kharbarees and Vakeels of Chiefs was held on the 20th instant, to discuss and decide upon various public matters, among which was the best way of doing honor to His Excellency the Governor, who is expected to visit the province early in December. It was unanimously agreed that His Excellency should be welcomed with demonstrations of respect and esteem, but in what shape I have not been informed.

Two Gerassias of talooka Mooleiee Deree have been committed by Lieut. Nutt to stand their trial at the next Criminal Sessions. There are certain peculiarities in this case which deserve serious notice, and this I shall reserve until the proceedings are closed in the Session Court.

THE BOMBAY MEMORIAL ON THE INCOME TAX.

SIMLA, THE 19TH OCTOBER 1870.

READ a letter from the Secretary to the Bombay Chamber of Commerce, dated 10th September 1870, forwarding a petition from certain inhabitants of Bombay who pray for the early remission or reduction of the income tax, on the ground that the imperative necessity for the tax no longer exists.

RESOLUTION.—The existing rate of income tax having been imposed to provide for the necessities of the current financial year 1870-71 and not for those of 1869-70, the Governor General in Council would not be justified in considering the expediency of reducing the rate now, on the ground that the accounts of 1869-70 are believed to have resulted more favorably than was expected.

2. The regular estimate of one year is always to some extent relied upon as a basis of the estimate for the succeeding year; and under some circumstances it might reasonably be supposed that, if the regular estimate be found to have been too unfavorable, the estimate for the following year will also be found to be too unfavorable. But each budget is, to a large extent, framed on independent data of its own, and inferences drawn from the regular estimates of the previous year are not always applicable. An examination of the details in which the actual account of 1869-70 has turned out, as it is hoped, better than the regular estimate, shows that there is no ground for expecting that the same improvements will occur in 1870-71.

3. Last September, an unusual and pressing necessity compelled the Government of India to make a partial re-examination of the estimates in the middle of the year, mainly with a view to a large and immediate diminution of expenditure. The object of the measures then taken was fully attained, the accounts of the year 1869-70 having, it is believed, closed in equilibrium instead of showing a large deficit as, but for those measures, they must have done. But as a general rule it would be, for obvious reasons, almost impossible, and certainly most objectionable, to disturb during the year the financial arrangements deliberately made and announced at its beginning.

4. The Governor General in Council regrets, therefore, that he is unable to accede to the prayer of the petitioners.

ORDER.—Ordered that a copy of this Resolution be forwarded to the Bombay Chamber of Commerce, for communication to the petitioners, and that the

greatest loss that the Germans have sustained before Strasburg has been, strategically considered, the loss of time. The siege began on the 10th of August, and the bombardment on the 26th; and in the whole time during which more than one desperate sortie has been attempted, the Prussians have scarcely lost more than 500 killed. Had the besieging army proceeded to an assault, the seven week's casualties of war must have been multiplied in a few hours.

The third army of reserve under Lieutenant General Lowenfeld is taking up all the western railway service this week, the mission of the new corps being to prevent the possibility of a French force gathering behind the German army which surrounds Paris.

TROOPS FROM ENGLAND.

H. M.'s Indian troop-ship Jumna, which is expected to arrive in Bombay Harbour from Suez on 1st November, brings H. M.'s 88th Regiment, consisting of 23 officers, 11 ladies, six officers' children, 920 men, with 112 wives, and 109 children. The destination of the 88th Regiment is Cannanore, and on the day after the arrival of the Jumna the troops will be transhipped to transports to take them down the Coast. The Jumna will also bring two Armstrong gun armourers belonging to the 11th Brigade Royal Artillery, with their wives and two children. These men proceed to Bengal.

On 8th November, the troopship Euphrates is expected, with the 63rd Regiment, consisting of 32 officers, two ladies, 976 men, 81 women, and 101 children. This regiment, which proceeds to Bengal, will be landed at Carnac Bunder on the morning of the day after arrival, and will be forwarded by two special trains.

BROAD AND NARROW GAUGES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It is understood that the new gauge for Indian Railways is to be fixed at 2ft. 9in. Mr. Hawkshaw in an able letter to the Directors of the Eastern Bengal Railway points out that the saving on a 3ft. 6in. narrow gauge will be comparatively trifling over a light railway on the standard gauge, and "C. E." in the *Times of India* brings out the startling result that whilst 10,000 miles of light railway of 5ft. 6in. gauge will cost 62 millions sterling, 10,000 miles on a 2ft. 8in. gauge will cost 7 millions less than nothing, or will put 7 millions into the pockets of the Government of India.

It is proposed, therefore, to examine carefully what will be the difference of cost between a 2ft. 9in. line and a light 5ft. 6in. railway through ordinary country, it being granted that for a line through a very hilly or difficult country the narrow gauge would be much cheaper, and also that the cost of the present lines render any further large extension of the railway system at the same cost impracticable. It must be borne in mind, however, that we are not now arguing on the question of what would in the first place be the best and cheapest system of constructing a railway system for a country like India where no railways exist, but that our main arteries are already complete, and that the problem now before us is to ascertain the cheapest and most effective method of extending this system.

The following points may be briefly laid down on which to base the calculation:—

1st.—That the traffic to be carried will be the same in both instances.

2nd.—That as a 20 ton Engine has been designed to run on a 2ft. gauge, a similar Engine, and probably a far better one, could be constructed for a 5ft. 6in. gauge with the same weight on each driving wheel, viz., 2½ tons. Or, as Mr. Hawkshaw observes, "I have not heard it anywhere proposed that the narrow gauge Engine should weigh less than 10 tons," and, "when first I became connected with railways, Engines only weighed 10 tons on the 4ft. 8in. gauge, and at Holyhead we had 10 ton Engines on a 7ft. gauge." It may fairly be assumed, therefore, that the weight of rails can be the same on the 5ft. 6in. as on the 2ft. 9in. guage.

To proceed to analyze the different items which make up the cost of a 5ft. 6in. light railway and a 2ft. 9in. line, viz.:—Earthwork—Ballast—Fencing—Bridges and Culverts—Level Crossings—Telegraph—Permanent Way—Stations—Rolling Stock.

Earthwork.—On the present 5ft. 6in. gauge, 18ft. is the width of formation, made up as follows:—

10 feet for sleeper.
2 ,, one at each end for ballast.
4 ,, for slope of ballast, 2ft. deep and 1 to 1.
2 ,, berm, one foot on each side.

18 feet.

On a light 5ft. 6in. this can be reduced to an eight foot sleeper with 6in. of ballast beyond each end, or with pots 18in. outside the rail, say,—

9 feet for sleeper and ballast.
3 ,, for slope of ballast.
2 ,, berm.

14 feet.
On a 2ft. 9in.—
5 feet 3 inch sleeper.
1 ,, for 6in. ballast at each end.
3 ,, slope of ballast.
2 ,, berm.

11 feet 3 inch, say 11 feet.

Taking an average depth of 5ft. for banks and cuttings with slopes of 1½ to 1, the quantities in one mile will be on

5 feet 6 inch.	2 feet 9 inch.
21,021 c. yds.	18,088 c. yds.

and at As. 6 a yard the respective cost would be

Rs.	Rs.
7,883	6,783

Ballast.—Taking as above the width of ballast at top at 9ft. and 6½ft. and 1ft. 6in. deep with a less depth, the sleepers would soon get down on formation, the quantities in one mile of each would be

5 feet 6 inch.	2 feet 9 inch.
3,080 c. yds.	2,273 c. yds.

and the cost at Rs. 2 a yard—

Rs.	Rs.
6,160	4,546

Fencing would be the same on both lines, say, Rs. 3,000 a mile.

Bridges and Culverts.—For all arched Culverts and Bridges, the saving on the narrow guage would simply be 2ft. 9in. in the length of abutments and piers and in the arching. In Girder Bridges 2ft. 9in. in length of piers and abutments. As the Engine weighs the same, no reduction can be made in the strength of the girders. In iron screw pile Bridges there would be no saving; the piers in a bridge like the Nerbudda or Tapiee on the B. B. and C. I. Railway being calculated not on the weight they have to carry but to withstand the force of the stream.

Allowing for one 20 feet arch with abutments	20 feet high
,, two 10 ,, ,, ,,	10 ,,
,, four 5 ,, ,, ,,	5 ,,

or 60ft. R. Feet waterway to the mile, the bridges and culverts would cost on the broad guage at Rs. 300 a R. Ft. Rs. 18,000 a mile.

The saving in masonry on the narrow gauge would be about 60 cubic yards, which at Rs. 25 a yard would amount to Rs. 1,500. I believe this saving to be much exaggerated—1st, because the cost of bringing the men and plant, such as centres, pumps, &c., on the ground, and the cost of the latter will be the same in both cases;—2nd, a contractor would therefore charge higher rates for a smaller quantity of work at one spot; and, 3rd, in large works the longer piers would be a necessity to withstand the force of the stream.

Level Crossings.—The same in both cases, say Rs. 1,000 a mile.

Telegraph.—Ditto ditto.

Permanent Way.—Mr. Fairlie's engine "Little Wonder" weighs 20 tons, the weight on each wheel being 2½. With this weight per wheel a 34lb. rail would suffice. The present rails on the G. I. P. Railway weigh 68lbs. to the yard, and cost per mile, with pots complete in Bombay, Rs. 28,000. The carriage up country and along the works may be taken on an average at Rs. 10,000 a mile and with laying at Rs. 2,000 the cost is brought up to Rs. 40,000 a mile.

The 34lbs. rail may be taken at exactly half this or Rs. 20,000 a mile, the only difference between the narrow and broad being in the length of the Ties to the Pots. 4 Ties of 1½in. by 5/16in. to the rail will be ample, the saving will therefore amount to 11ft. of 1½ inch iron to the rail or R. Ft. 2,420 to the mile, which will weigh about 3,775 lbs. and cost at Rs. 140 a ton Rs. 236, or say with carriage Rs. 300.

The cost of the Permanent Way on the 5ft. 6in. light will be Rs. 20,000 + 2ft. 9in. Rs. 19,700. With wooden cross sleepers the difference would be greater, but it must be remembered that the engines being the same weight the bearing surface required is the same, so that if we place the wooden sleepers longitudinally instead of transversely, the difference will be represented as before by the difference in the length of the iron ties.

Stations.—Leaving out for the present the termini and shops, and allowing one station to every 10 miles.

The cost of a station is made up as follows:—

1. Platform.
2. Booking and Telegraph Office.
3. Station Master and Signaller's House.
4. Lamp room and Privies.
5. Porters' and Police Huts.
6. Signals.
7. Tank House.
8. Well, Pumps, and Piping.
9. Water Cranes.
10. Engine Pits.
11. Buffer stops;

And at larger stations—

12. Refreshment and Waiting Rooms.
13. Goods Sheds and Platform.
14. Running Engine Sheds, and Turntables, or triangles.
15. Guards and Drivers' Houses.

Sidings are allowed for in estimate for Permanent Way.

In none of these items can I see that any reduction can be made on account of the narrower gauge. If the Platforms can be dispensed with or lowered for the 3ft. 6in. gauge, they can also be lowered or dispensed with for the 5ft. 6in. The Engine Pits may be made narrower, but then for the same Engine they would have to be longer. If anything the stations would probably be more expensive as the sidings would have to be longer. And it must also be considered that as every junction of the narrow gauge line with the broad gauge line will, owing to the break of gauge, be practically a terminus, large extra provision must be made at these points for Goods sheds, Running Engine sheds, Cranes, accommodation for extra establishment required, much of which would be saved by avoiding the break of gauge.

In the same way with shops. The large Locomotive shops in Bombay and elsewhere would, with moderate extensions, be adapted for the repairs and renewals of a large proportion of the new lines if on same gauge. On the other hand, complete new shops will have to be built up country, all the materials and all new machinery for which, as well as all the materials for the construction and repairs of the Rolling stock, will have to be carried up country by rail.

Rs. 50,000 per station or Rs. 5,000 a mile will be a liberal estimate.

Rolling Stock.—It remains to deal with Rolling Stock, it being taken for granted that the same Engine will do on the 5ft. 6in. gauge as on the 2ft. 9in. and one being taken for every 10 miles. The cost of each Engine may be taken at £2,000 or Rs. 2,000 a mile.

With regard to Carriage and Wagon stock, the question is a more difficult one. One thing is evident, the weight and bulk of traffic being the same in both cases, the same capacity is required.

Mr. Hawkshaw observes, "The carriages and wagons would also be smaller (on the narrow gauge) and the cost of each vehicle would be reduced, but the diminution in their size would necessitate a greater number to carry any given quantity of persons or things. No saving therefore can properly be included for vehicles."

In considering the question of Rolling Stock, it must be borne in mind—

1st. That the main arteries of traffic are already constructed, and that therefore all new lines must partake more or less of the nature of branches.

2nd. That India is an agricultural country, and that the produce to be carried, such as cotton, grain, fibres, &c., is very bulky in proportion to its weight. Large capacious wagons are therefore more required than small compact ones which would answer equally well and be far cheaper were minerals such as iron, ore, &c., the main traffic to be carried.

"C. E." goes into a long disquisition on the subject of paying to dead load to prove that the stock on a 2ft. 8in. line would be infinitely cheaper than on a 5ft. 6in.

Without following him throughout his argument, but remembering that the capacity of the wagons must be the same in both cases, I simply contend that for any wagon that can be designed for a 2ft. 9in. gauge, a similar one can be put on to the 5ft. 6in. guage by simply increasing the length and strength of the axles.

Of course no one would design stock like this, but the fact remains the same.

Now if the 2ft. 9in. gauge is adopted, the new lines must be completely new stocked, and taking 4 vehicles to the mile, (B. B. and C. I. have 10, G. I. P. about 7) 40,000 new fullsized vehicles will be required or a proportionately large number of the small size.

The Agent of the B. B. and C. I. Railway calculated that by the addition of 1,000 new vehicles to the existing stock he could work an additional 700 miles of line.

The G. I. P. could certainly work an additional 300 miles when all their stock is made up without any further addition, therefore for 1,000 new miles of line 1,000 new vehicles only would be required. If the rest of the Indian lines are stocked in anything like in the same ratio, about 3,000 miles of new line could be worked with only 3,000 new vehicles, leaving 7,000 miles to be new stocked, which at 4 vehicles a mile would require 28,000: total 31,000 new vehicles. We should therefore effect a saving of 9,000 vehicles by adhering to the broad gauge. If we take each vehicle at Rs. 2,500—a low figure—the saving would be 9,000 vehicles at Rs. 2,500, equals 22,500,000 or Rs. 2,250 a mile.

This estimate must of course be taken for what it is worth, but it will not, I think, be at all unfair to assume that a break of gauge would add on 25 per cent to the total number of vehicles required in India (irrespective of the surplus stock.)

At the above mentioned rate the cost of rolling stock would be on 5ft. 6in., its. 9,750. 2ft. 9in., Rs. 12,000, which is a very moderate estimate. The Agent B. B. and C. I. Railway calculates that his proposed system of 1,000 miles in length, £2,000,000 will be the cost or £2,000 a mile, and the G. I. P. Railway will cost quite this amount when completed.

To summarise the respective costs.

	5ft. 6in. light.		2ft. 9in.
Earthwork	7,883	.....	6,783
Ballast	6,160	.....	4,546
(Add 15 per cent. Sidings).....	924	.....	682
Fencing	3,000	.....	3,000
Bridges, &c.....	18,000	.....	16,500
Level Crossings ...	1,000	.....	1,000
Telegraph.....	1,000	.....	1,000
P. Way.....	20,000	.....	19,700
(Add 15 per cent. Sidings).....	3,000	.....	2,955
Stations.....	5,000	.....	5,000
Rolling Stock	9,750	.....	12,000
	75,717	.....	73,166
Add 15 per cent Contingencies ...	11,357	.....	10,974
Total...	87,074		84,140

Say 87,000 and 84,000, or Rupees 3,000 a mile in favor of the narrow gauge, or for 10,000 new miles Rs. 30,000,000 or £3,000,000, the interest on which at 4½ per cent. would amount to £135,000 per annum.

Working Expenses and Maintenance.—These comprise 1st, Agency; 2nd, Audit and Accounts; 3rd, Traffic expenses; 4th, Locomotive expenses; 5th, Maintenance; 6th, General charges.

It is evident that Nos. 1, 2, 3, and 6, will be the same, be the line broad or narrow.

As regards No. 4 it will cost as much to haul a ton on the narrow gauge as on the broad, and as the weight and distance hauled would be the same the renewals to stock would also be the same.

On 5, the Stations, Fencing, Telegraph, slopes of banks, cuttings, side drains would be the same on both. Permanent Way having the same weight of Engine and same weight hauled over it, would be the same.

The only saving would be in the renewal of the additional length of tie bars (practically imperishable) and of the 2ft. 9in. extra width of ballast. If we renew one-tenth of this annually, the saving will be about 80 yards at Rs. 2 or Rs. 160. We may therefore leave this out of the question altogether.

Traffic.—From Mr. Danvers' report in 1868-69 we find that on 3,687 miles of open line, 2,871,012 tons of traffic were carried or about 780 tons per mile open. For the proposed extensions we cannot calculate on so high a rate, and perhaps 300 tons per mile will be a fair rate. Now, of this a large proportion will always be coming to or from the principal sea ports or to the centres of trade and population.

Cotton, Fibres, Oil-seeds will nearly all come to the sea ports. Piece Goods, Railway materials, Machinery and other English goods from the sea-ports to the interior. Grain will flow from all over the country to the principal centres of population. Coal will come either from England, Australia, Raneegunge or Mopani. These sources are all provided for by the existing lines, but coal will have to be carried over every mile of line in the country. Chanda is still unconnected with the main line, but if a narrow gauge line is adopted every pound of coal carried by it will have to break gauge.

The principal salt works at Patree, Bombay, Sambhur Lake, and in the Punjaub are already on or are about to be on main lines.

The best portion therefore of the abovementioned classes of goods carried by the new lines will at some portion or another have to break gauge. I do not think half will be an overestimate to take or 150 tons per mile, equal on 10,000 miles to 1½ million tons.

Now if we take Rs. 1 per ton for the cost of shifting it will be a very low estimate (the G. I. P. up country terminal rates are Rs. 1-2 a ton), for the expense cannot be measured by the mere cost of lifting one ton of goods from one wagon to another, but allowance must be made for breakage, wastage in articles like coal, delay, extra accommodation, staff, police required to superintend the operation. At this rate, however, there would be a saving on the broad gauge of £150,000 a year, or a clear saving of £15,000 per annum, which capitalised at 20 years' purchase amounts to £300,000.

R. E.

GENERAL ABBOTT'S SPEECH AT THE OPENING OF THE SUTLEJ SECTION OF THE PUNJAB AND DELHI RAILWAYS, ON OCT. 15.

YOUR HIGHNESS [the Maharajah of Pattialla], Rajahs, Nobles, and Gentlemen,—

His Excellency the Viceroy, Earl Mayo, and His Honour the Lieutenant-Governor, Sir Henry Durand, having both expressed the extreme regret they feel at their inability to be present on this occasion, one which will be memorable in the annals of Punjab history, as celebrating the important fact of an unbroken line of railway communication between the capital of the Punjab and the seaports of Calcutta and Bombay, I cannot but respond to the regret that neither of these statesmen can be present; but I have to thank Sir Henry Durand that he has seen fit to invite your Highness to represent him on the occasion. That your Highness has accepted the office is a source of great gratification to me in many respects. The Viceroy, Lord Lawrence, the Lieutenant-Governors, Sir Robert Montgomery and Sir Donald McLeod, have all declared certain important sections of our line open; but this is the first occasion on which such a ceremony has been performed by a native nobleman, and as your Highness is the ruler of a large territory, and the head of the chiefs of the Punjab, you may be considered as representing the public opinion of all classes of natives of the province. Again, as our line of railway passes through your Highness' territory, as well as that of the Rajah of Kappoortbulla, you are in a position to speak with great authority on the advantages your subjects have derived from the opening to them of the markets of the world, and your Highness will, I feel confident, be able to testify that construction of this great work within your territory has been attended by no oppression to your subjects; but on the contrary by benefit, both pecuniary and social; and lastly, because in years gone by, and in times of great trouble, I have been most intimately associated with the late Maharajah your lamented father, and have great respect for yourself personally. It is for these reasons that it is particularly gratifying to me that your Highness has consented to declare this important section of our undertaking open to the public. I will not detain your Highness or my guests by more than a brief outline and account of the several undertakings of the company I represent. The operations between the port of Kurrachee and Delhi were undertaken by four separate companies represented by one board, presided over by that most enterprising gentleman, Mr. W. C. Andrews, F.R.G.S. These undertakings consisted of—1. The Scinde Railway from the port of Kurrachee to Kotree on the Indus, 105¼ miles, which was opened to the public in 1861. The length is now 108½. 2nd. The Punjab Railway, the first section of 32 miles was opened by Sir Robert Montgomery in 1862 connecting Lahore and Umritsur, the one the political, the other the commercial capital of the Punjab. The remaining section of this line from Lahore, 214 miles, to Mooltan and Raj Ghat on the river Chenab, was opened without ceremony on the 24th April 1865. 3rd. The Indus Flotilla, whose steamers connected the two railway systems, a distance estimated at 575 miles, commenced running in June 1862. The company has been endeavouring for years past to obtain sanction to supersede this river communication, which, from the great difficulties attending river navigation, has been found unequal to the requirements of the age by a railway, and the company has hopes that its construction may still be entrusted to it. The 4th undertaking is the Delhi Railway connecting that city with Umritsur. The extreme sections, Umritsur to the Beas river, Ghazeeabad to Meerut, (Delhi to Ghazabad belonging to the East Indian Railway Company over whose line our trains run) were opened to the public in 1867, aggregating 54 miles. In March 1868 Sir Donald McLeod raised the first girder of the bridge over the Beas, one of the many formidable rivers which intersect this line. On the 4th November 1868 Sir John (now Lord) Lawrence opened the section connecting Meerut with Umballa, the largest military station of the Punjab, which was then connected by railway with the port of Calcutta, the importance of which he did not over-rate in his admirable speech on the occasion: this section added 118 miles to the open line. Since then three additional sections, aggregating 147 miles, have opened to traffic, but without ceremony, viz., between the Beas and Jullundhur, Jullundhur and Phillour, and Umballa and Loodianah. By a recent Act of Parliament the four companies above enumerated have been declared amalgamated into one company, whose operations by rail and river connect the port of Kurrachee with the city of the Moghuls, Delhi—a company consisting of upwards of 7,000 shareholders, representing a capital of ten million pounds sterling, and it is as representative in India of this company, and of the chairman of its board, Mr. W. P. Andrews, that I now ask your Highness to declare open to the public this last link, which will in conjunction with the East Indian and the Great Indian Peninsula Railway, connect the capital of the Punjab with the ports of Calcutta and Bombay. The section I am asking your Highness to open is one of no great length, being only 8½ miles between the stations of Loodianah and Phillour, but it crosses one of the most formidable rivers in India, and it has not only been the difficulties opposed by nature with which the company has had to contend, but the political and other necessity shown by the Government for crossing the river at this spot, in preference to the site half the width selected a few miles higher up by the railway engineers, which has occasioned the necessity for twenty additional spans after the bridge had been completed on the original design, the river having changed its course, involving the company in an additional expenditure of upwards of seven lacs of rupees. It was only on the 21st of January 1869 that sanction was received to this addition. The girders were obtained from England, operations commenced 18th October following and the roadway opened this day, or 21 months after sanction was received and within 12 months of the recommencement of operations. The bridge is now 6,468 feet long between abutments, or nearly 1¼ mile, supported on 57 well-piers, sunk on average 40 feet below the river bed, and spanned by 58 iron girders each 111½ feet long, which, with all iron work on the bridge, weighs 3,480 tons, or nearly 100,000 maunds.* The masonry work amounts to 857,877 cubic feet, a great part of which is below the river bed. Thus if all the wells were laid out upon the ground they would extend two miles and one furlong (nearly). The first curb of the bridge was laid on the 19th March 1866, the extension commenced on the 18th October 1869, and the last girder was lifted on 13th June 1870, only just in time to escape the rain floods, to avoid which the contractors had worked night and day and were rewarded by success, for had the floods come down before the girders were raised the operations and opening would have been delayed fully three or four months. The entire time occupied in the construction of this bridge and of the whole length of line from Umritsur to Ghazeeabad has been only 4½ years. In August last we had the great honour of passing Sir Donald McLeod, our late much honoured Governor, over the bridge on a trolly. In a letter received from Aden he calls himself "the first through passenger," and expresses his admiration for the most "rapid and admirable performance in railway engineering, which India, to the best of his belief," has yet witnessed. I feel sure your Highness will consider that the greatest credit is due to the contractors, Messrs. Brasey, Wythes and Heafrey, for the admirable manner and great rapidity with which their great undertaking has been accomplished, as also to Mr. Joseph Harrison, the chief engineer of the company, and his engineering staff, who have supervised the undertaking. That this undertaking has been accomplished so successfully is in a great measure attributable to the support and confidence the company has enjoyed of the Government of the Punjab, and the great interest taken in it by the Lieutenant-Governor, Sir Robert Montgomery, C.B., K.C.S.I., and Sir Donald McLeod, C.B., K.S.I., personally as well as officially. To them the best acknowledgments of the company are due, as well as to the Consulting Engineer, Colonel Drummond, now on leave, and his successor, Colonel Pollard, with whom as representative of the company I have been on terms of most intimate and close official connection with perfect harmony on every question between the company and the local Government, and to our present Lieutenant-Governor, Sir Henry Durand, I look with perfect confidence for a like interest and support in the working of our now amalgamated operations, and that he will, seeing the works that have been effected so successfully by this company, advocate, as his predecessor has invariably done, the construction of the Indus Valley Line being entrusted to it in supersession of the Flotilla. I have also to express the acknowledgments of the company to your Highness, and to his Highness the Rajah of Kuppoorthulla, for the assistance given to our operations within your respective territories. The excursion this morning over the valley of the Sutlej in 20 minutes and over the river itself in 5 minutes, will have given your Highness some idea of the advantages conferred upon the public of India when you remember the difficulties, the delays and the danger of crossing this river in the height of the rains, and that it is only one of several like impediments to traffic which have been removed by this company. In the year 1843 when the Sutlej was the boundary of British India, I was appointed by Lord Ellenborough Assistant Agent to the Governor-General under Colonel Richmond. It took me one month by steamer from Calcutta to Allahabad and 8 days more travelling by palanquin night and day to reach Loodhiana. The distance from Lahore to Calcutta may now be accomplished in 66 hours. A banghy parcel limited in weight to 25 seers, by the present rates, would without aid of the railway cost from Calcutta to Lahore Rs. 65. It can now be carried by rail for Rs. 8-9-0 with saving of time of about 10 days. A maund of moist sugar (I name this article as being one of the chief exports from the Jhalundur Doab) was conveyed by bullock train the same distance for Rs. 7-2-3, it can now be conveyed for Rs. 2-7-9 with a saving in time of some 20 days. Lord Lawrence in his opening speech at Umballa, appeared to think that these advantages had been purchased at too great a cost. He represented that it was estimated at £15,000 a mile and put it in comparison with the Madras and Oude lines, which cost only £12,000 and £8,000 respectively, while he admitted that the average of Indian railways had cost £19,000, and even as high as £22,000 per mile. With every deference to this great statesman's expressions, it is a matter of congratulation to this company that it should, in the limited distance of 305 miles between Umritsur and Ghazeeabad, having to cross the formidable rivers Beas, Sutlej, Jumna, and the scarcely less formidable hill torrents, the Markhunda and Ghuggur, besides numerous other torrents and canals, show so favourable a comparison with the cost of other railways, considering its distance from the seaports of the country. With the Madras Railway I am not acquainted, but it is on the sea-coast with direct water communication with England. With the Oude Railway I am acquainted; its length from Lucknow to the river Ganges is 42 miles with only one trifling stream to cross, perfectly level country, and water communication to the base of its operations. It cannot be put in comparison, in respect to cost, with the vast and difficult undertakings of this company. The imagined extravagance of the guaranteed system has induced the Government to undertake railway extension in India, by medium of its Public Works Department; but it remains for posterity to judge whether it succeeds in giving to the public as rapidly, and at so moderate a cost, such comforts and conveniences of traffic as have been conferred by the guaranteed companies. In the name of the company I represent, I congratulate your Highness upon the great honour which is about to be conferred upon you by Her Most Gracious Majesty in the decoration of the Star of India, an honour well earned by your late and lamented father, Maharajah Narinder Singh, for his loyalty during the very troublous times of the Sikh invasion in 1845, the second Sikh war in 1848-49, and the revolt of the Indian army in 1857; on all of which occasions I had from my official position opportunities of appreciating the great assistance rendered by the resources of your State being placed at the disposal of the Government. Nor is it less deserved by your Highness, who in more recent and peaceful times has shown an enlightenment and liberality which mark an era in the annals of native rule in India. Your Highness has recently entered into agreement with the Government for the construction of the Sirhind canal, which drawing its waters from the river Sutlej, will irrigate some eight hundred thousand acres of land in the joint territories, at an estimated cost of two millions sterling. You are connecting your capital by the magic wire which will give its inhabitants the inestimable benefit of instant communication with the markets of India, and keep them acquainted with the news of the world. The interest your Highness has taken in education and in commemorating the names of those who have laboured in the cause, has been indicated in munificent donations to the Montgomery Hall, a structure erected chiefly by contributions of the native chiefs who dearly cherish the memory of the ruler whose name it bears, and to the Lahore College, an institution originated by another ruler of the Punjab, Sir Donald McLeod, whose name is dear to us all. Also, further sums to the Lawrence Asylum, an institution founded in the name of one whose sun set nobly, leaving a lustre which will never be obscured. In these instances of your Highness' enlightenment, and to which I confine myself, I see an indication that ere long we may look for a railway connecting your capital with this great highway, and that you will see the enrichment of your territory in constructing good metalled roads, connecting the commercial towns with the great enterprize you are now declaring completed. It remains for me now only to ask your Highness to declare this last section of our undertaking, which links the capital of the Punjab with the sea ports of Calcutta and Bombay open to the public.

* It is a question I cannot decide, but it is said to be the longest o second longest bridge in the rid.

KIELHORN vs. RANADE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—For some time past a very sharp controversy has been going on upon the question whether the Hindu Scriptures sanction the practice of widow-marriage. In addition to the native combatants who have entered the lists, Dr. Bühler and Dr. Kielhorn have each added their quota to the field of discussion—the former by suggesting a passage which to him seemed to support the practice, the latter by calling in question the interpretation put upon the passage, as well as in another way. Now again Dr. Kielhorn has given public expression to his views upon the point how far the Vedic texts relied on in support of the position of the advocates of the widow-marriage do really support that position. This he has done by way of critique on the lately published pamphlet on this subject by Mr. Madhavrao Govind Ranade.

Now, though I should have much wished to see Dr. Kielhorn among the ranks of the advocates of widow-marriage, still even the position actually taken up by him is by no means so wholly injurious to the cause of widow-marriage as it might at first sight appear. Beside the principal argument for it that it is a contribution in the cause of truth, there is the further recommendation, that it may, at the worst, be an assistance to the party of widow-marriage. If Dr. Kielhorn's arguments are sound, they will, by inducing the widow-marriage party to throw the obnoxious arguments overboard, save their cause from the misfortune which, we are told by Dr. Whately, has fallen upon the Population Theory of Malthus and on the Political Economy of Ricardo—the misfortune, namely, of being supposed to be rotten because *some* of its supports give way. If Dr. Kielhorn's arguments are unsound, they will tend only still further to strengthen the hands of the widow-marriage party on the principle that "Truth, like a tourch, the more 'tis shook it shines." The former would be more especially true in a case like the present, where the vast majority of the people, whom these arguments are meant to influence, are incapable of appreciating their real worth.

While, therefore, I rejoice at the appearance of Dr. Kielhorn's letter, I cannot but wish that its style had been somewhat different from what it is. Dr. Kielhorn's letter, while it is very outspoken as regards conclusions is as reticent as regards the arguments on which those conclusions rest. He says, for instance in one part of his letter, "the argument would, in my opinion, not be conclusive"; "all that has been said against this interpretation has only tended to strengthen my belief in its correctness." Now, I submit with deference, this is not fair. This is writing *ex-cathedra* with a vengeance. In both the cases mentioned, we have not so much as a hint of what is to be pitted against the adverse arguments except, forsooth, Dr. Kielhorn's opinion. However valuable the opinion may be, you will, Mr. Editor, agree with me that it does not suffice for a candid, earnest inquirer, who ought to form his own opinion, as far as possible, at first hand, and independent of dogmatic authority.

Now, to come to Dr. Kielhorn's conclusions upon the first passage, on which Dr. Kielhorn comments, there is some room for difference of opinion, especially as there is a context as to the correct reading. I wish, therefore, that Dr. Kielhorn had reproduced the precise text which he adopts. Were I to accept as Dr. Kielhorn's text that which to-day's *Native Opinion* gives, I should have no hesitation in saying that Dr. Kielhorn's rendering is wrong. But I think his text is different. I speak thus vaguely, because I have not at hand the letter of "Sapienti Sat" now acknowledged by Dr. Kielhorn as his own. If I remember rightly, however, the reading which Dr. Kielhorn adopts has त्वमेतत् (tvametat) for तवेदम् (tavedam) and न (na) for थे (tha) in lines 3 and 4 of the stanza respectively. I may be obtuse, but if that is Dr. Kielhorn's reading, I still fail to see how Dr. Kielhorn's rendering agrees with it. What, I ask, becomes of एतत् (etat) and जनित्वम् (janitvam)?

And further, accepting Dr. Kielhorn's rendering as correct, I ask whether the passage makes good sense, as thus rendered? For my part, I do not think it does. Where is the propriety of telling the forlorn widow, lying on the funeral pile, that she "has been the wife of her husband"! Yet this is the meaning, if Dr. Kielhorn is right. I may state here more particularly what I have said before generally, that Dr. Kielhorn's does not give us the semblance of a reply to the arguments by which he was answered in the columns of the *Indu Prakash* last year.

Upon the second passage, Dr. Kielhorn says, "there is nothing to prove that the word 'together' *must* convey this meaning," that, namely, which is given by Mr. Ranade. I cannot perceive the force of this answer. If that is not the meaning of the word, what earthly business has the word to be there? If it means anything, it must mean what Mr. Ranade says it means. For it must be remembered, that the discussion is not about the meaning of the words used by a mortal of imperfect knowledge. We must take it, and even Dr. Kielhorn must take it, for the purposes of this discussion, that that passage is revealed in the word of God, and, according to one, and a very common, view the mimámsá writer, is the record of the precise articulation of the Deity. If so, every half syllable must be allowed its full significance, in order to avoid what must be avoided the श्रुतहानि (srutahâni) as it is called. All that twenty commentators may say notwithstanding, the only way out of the difficulty is by giving a different meaning to सह. Dr. Kielhorn gives none.

Upon the third passage, my own opinion has been always partly the same as Dr. Kielhorn's. Upon the authority of the Sutra of Panini, iii., 2, 67, as well as the use of the form ऋतजाः, (Ritajás) अद्रिजाः, (adrijás) &c. in the singular number in one of the Upanishads—I forget which now—I have always thought that too much stress has been laid on the text in question. Still I think it is not quite so barren of results as Dr. Kielhorn would have us believe. For as he himself says, मनुष्यजाः, (manushyajás) may be a singular as well as a plural form, the answer to the question as to which it must remain *in dubio*. And if so, then putting the converse of a well-known sentence, "whatever is not against us is with us," we may pray in aid this text on the side of widow-marriage. Thus far, though no further, I think the text in question may be fairly used.

On the fourth point, I think Dr. Kielhorn is right. I will, however, submit for consideration an idea which I have formed, but which I do not put forward confidently. It will be for those of more extensive learning than I can pretend to to develope it or to show its untenability. It seems to me that the institution of Niyoja is a later phase of widow-marriage—a nascent form, so to speak, of it. Originally the widow could marry any one. Then her choice came to be tied down to the husband's brother alone, and when the scope of the choice was thus entailed, it may well be, that whereas Devara originally meant the husband of a widow, it came, after this innovation, to be confined to the only husband of a widow that could be—of course, by custom,—the husband's brother. As I have said before, I put this suggestion forward with no little hesitation. And if this be so, Mr. Ranade's interpretation may still be supported:

The last passage is not so injurious to the widow's cause as Dr. Kielhorn makes it out to be. It shows, I think, a later phase of the institution again. The marriage is valid but a penance is necessary to render it completed. Even that, as every one of us is well aware, is not allowed now, and is stoutly contested. The remarried couple have been excommunicated beyond even the reach of penance. Perhaps it will be said—I do not know whether it has not been said already—that even a break of the marriage tie followed by a penance will not suffice to bring back the gentleman and lady within the pale.

And if this passage of the Atharvan is accepted, mark the result. Even conceding for the sake of argument that all that Dr. Kielhorn says is true to the very letter—still by reconciling all the passages of the Vedas bearing on the point by adopting the so-called system of एकवाक्यता (ekavákyatá) the conclusion is, that a penance would consecrate widow-marriage. Are our orthodox brethren prepared for that?

K.

BOMBAY.

We hear that Government have chartered three vessels to convey troops from Ceylon to China.

MESSRS. GEO. W. WHEATLEY AND CO., we notice, have been appointed the Bombay Agents of the Commercial Union Assurance Company.

THE Senior Magistrate of Police acknowledges with thanks the sum of eight rupees from "Charity" for the Fort Police Court poor-box.

MR. F. A. DARBY, some years ago a solicitor of the High Court at Bombay, and now practising in the Courts of Kurrachee, intends, according to the *Shumsheer Bahadoor*, to practise at Ahmedabad.

MAILS for Kurrachee, Bushire, Bunder Abbas and Bussora, per steamer Nada, will be closed at the General Post Office, Bombay, on October 25th (to-day) at 12 noon.

BHOWNUGGUR.—A native paper states that Mr. Merwanjee Nusserwanjee Bhownuggree, well known as having been agent in Bombay of the late Thakore of Bhownuggur, is likely to get some permanent appointment in that State.

THE S.S. EUPHRATES, Captain E. Hutcheson, sailed yesterday for Kurrachee with a general cargo and the following passengers:—Dr. and Mrs. Clive and two children, Mr. J. Dowman, Mr. F. R. S. Wyllie, Mr. O. Nolke, Mrs. Aiken and four children, and twenty-three deck passengers.

THEFT OF PIECE GOODS.—On Friday a muccadum of Messrs. Nicol and Co. sent a number of bales of piece goods in carts to Byculla. Subsequently four bales, value about Rs. 1,200, were found to be missing from one of the carts. The matter was reported to the police and several persons have been arrested.

ALIMONY.—Pallonjee Rustomjee was on Friday charged before the Senior Magistrate with refusing to support his wife Goolbaee. The defendant said that he was willing to live with his wife in a separate house, and therefore requested the magistrate to postpone the case for a fortnight. The magistrate ordered the defendant to pay Rs. 25 to his wife for her expenses and postponed the case.

We learn that the stationmaster of Pallej, Mr. Manecklal, a Nagur Vania of this place, was sentenced by Mr. Manecksjee, the full power magistrate of Broach, to suffer four months' rigorous imprisonment and to pay a fine of Rs. 500, consequent upon his receiving bribes and charging the cotton merchants of his station with two or three annas on every bale of cotton consigned therefrom.—*Guzerat Mitra.*

THE B. I. S. N. Co.—The British India Steam Navigation Company has entered into a contract with the Secretary of State for India for the conveyance of mails from and to all the ports between Calcutta and Bombay. The local (Madras) Government, in reply to a reference from the Master Attendant, have decided also that no troops, stores, or specie should be despatched by other than the vessels of that Company, without their special sanction.—*Madras Atheneum.*

TRIESTE ROUTE.

THE Austrian Lloyds Steam Navigation Company is resuming its monthly line of steamers between Trieste and Bombay *via* the Suez Canal. A steamer is to leave Trieste for Bombay on the 10th November and to return from this port about the middle of December. Further particulars may be seen in the advertisements of Messrs. A. C. Gumpert & Co., the agents of the Company. In the present disturbed state of France we have no doubt the Trieste route will be chosen by many passengers who are going from India to England.

MUNICIPAL BILLS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—

THE AIR-POST.

Dr. Horn, writing from before Metz to the *Cologne Gazette*, gives the following particulars of what he styles the "air-post:"—

"With this institution our Parliament would be delighted, as it requires no officials, and involves no expense; and, therefore, would effect a considerable saving to the State. Its only drawback is that it transmits no letters to their addresses. In one balloon which was despatched from the beleaguered fortress were at least 12,000 small cards, fastened together in packets. On one side they had the address, and on the back a brief personal communication for relatives, friends, or acquaintances. To every balloon an official certificate of Marshal Bazaine is attached, directing whoever finds it to deliver it to the nearest post-office, the Mayor of which place is to reward him with £4. It is a pity our soldiers cannot earn this reward, for they generally capture the balloon, but the nearest post-office for them is the military department, which receives and forwards correspondence. Postmaster-General Stephan at Berlin would have to send an extra staff of officials to the theatre of war if it should occur to us actually to render the French this kindness, in return for the highly favourable expressions respecting us on many of these cards. What a delightful feeling it is to read ourselves so gloriously abused! By an accident I got hold of several of these cards. On one of them I read, 'My dear parents,—I am safe and sound. We were victorious in four battles—on the 14th, 16th, 18th, and 31st of August,' &c."

WHO ARE THE RAVAGERS.

The correspondents of the German papers, in their descriptions of the march on Paris, all mention the deserted condition of the country. At Meaux patrols were sent out, and the peasants whom they discovered in the neighbouring woods were obliged to return. The place had been entirely abandoned, the first instance of the kind which the Germans had met with, for in all previous cases a remnant of aged people, women, or children remained. It is uncertain whether the flight is to be attributed to fear caused by the Paris papers, or to the order of the Government. None of the people found in the woods were wounded. Herr Wachenhusen, in a letter to the *Cologne Gazette* descriptive of an excursion from Meaux to Sivry, states that everything along the route was as still as death, the farms forsaken, the doors and windows wide open, no living object to be seen, except the house cat, the faithful guardian which does not abandon the hearth. From the roof to the cellar all was desolation and destruction. Chignons, crinolines, shirts, and the commonest articles of the toilette were lying about in the passages, keys and spoons, rolls of bread, and frying-pans all helter skelter, broken, torn, and otherwise destroyed. In several pretty country houses surrounded by picturesque grounds he found shattered glasses, remains of omelettes, desserts, and fruit, scattered about the floors, the curtains torn from the windows, the looking-glasses smashed by bottles thrown at them, soot and coals on the most costly carpets, paintings and engravings torn to pieces. In the bedrooms all the cupboards and boxes had been forced open and their contents strewed on the floor. He walked about Sivry an hour without meeting anybody. At last a man presented himself who complained, "All this devastation we have to thank our own people for. A few days ago we were despoiled by the very people to whom we looked for our safety. They have driven away, with the most shameful violence, the last inhabitants who had the courage to preserve their dwellings, ill-used the women, maltreated the men with their sabres and bayonets, and only retired when there was nothing to excite their cupidity." No German soldier had yet advanced into the districts thus ravaged, between Meaux and Paris. No Garde Mobile or Franctireur was visible, and everything showed that the inhabitants had fled only a day or two. A letter from Montmirail, from the Third Army, and the Emperor's (cramoisi and gold) are now the *ewipement* of these most ill-favoured gentry. However, at Lyons they are far less quiet than we are. Here peace is most ardently desired, in spite of the intemperate spirit of the local papers."

GENERAL GARIBALDI.

The following letter has been addressed by General Garibaldi to his son-in-law, M. Canzio:—

Caprera, Sept. 13, 1870.

"My dear Son,—From the French Government I have not received any reply, and that rubbish (*quella robaccia*) which calls itself the Government of Italy, holds me prisoner.—Yours, G. Garibaldi."

MILITARY CORRESPONDENTS.

The Government have at length acknowledged the desirability of allowing the British army to learn the practical lessons of warfare through the medium of a military commissioner at the Prussian head-quarters. It is a pity that this should not have been done sooner; but we must acknowledge that it is now done well. Captain Henry Montague Hozier, who is announced to have been selected for the post and to leave England at once, is perhaps the most able member of that clique of highly-cultivated young officers whose writings in the columns of the press, as well as in official reports, have been the means of adding so much to the scientific and practical efficiency of our army. Captain H. M. Hozier, it will be remembered, especially distinguished himself lately as *The Times'* Correspondent in the Austro-Prussian war. The clique to which we refer comprises, among others, a younger brother, Captain J. W. Hozier of the Scots Greys (who entered the army after taking the highest honours at Oxford), the two Backenburys, both men of distinction, Captain Noble, Captain Maude, and Lieutenant-Colonel Miller. Upon the words of all these men the public, in our contemporaries' columns and our own, have long been accustomed to rely with well-placed confidence.—*Globe.*

STATE OF MARSEILLES.

The following letter has been received from Marseilles:—

"Marseilles, Sept. 23.

"The continual roll of the drum announcing the numerous enlistments at Marseilles, amounting to, say, 20,000 in less than a week, has ceased, and is now succeeded by the *portes armes* from the drilling parties of all ages, dress, and appearance, yet without arms, which occupy all the squares and promenades of the town. Though we have no police, to the credit of *les bons Marseillais* be it said that never was the town safer or more quiet at night than it is just now. All the trains to the north are stopped, and we have no more communication with Paris; but the mails continue to run between that and all the western coast, and from Tours on horseback to Havre. Still, we are not without sensational news of some sort or other to keep us alive. One day 20,000 filibusters from America were coming to attack the town. To allay these fears a man-of-war, La Normandie, was set to cruise before the entrance of the harbour; another day Garibaldi in person was to arrive at the head of 10,000 Italian volunteers. Some of these have arrived, not with Garibaldi, as you may suppose; very fine fellows, too, with a very handsome costume. Then we have arrests. M. de la Guéronière, ex Ambassador at Constantinople, returning to serve the Republic, was put in prison for having served the Empire. M. Lamote, Captain of the Normandie, was taken up, accused of for bidding '*La Marseillaise*' and '*Vive la République*' on board his ship; his being, or being said to be, a Corsican, made him all the more obnoxious, as Corsican is almost as obnoxious as Prussian now. Mlle. Buonacorsi, Pierre Bonaparte's mistress, was also arrested as she was embarking for Italy. However, these have all been set at liberty again, to the great displeasure of the self-imposed body guard of Esquiros, calling themselves his 'Garde Civique.' About 300 of these men have taken possession of the splendid apartments destined for the ex-Imperial family in case of their visiting Marseilles. The Empress's apartments, with the silver and the Empress's (cramoisi and gold) are now the *ewipement* of these most ill-favoured gentry. However, at Lyons they are far less quiet than we are. Here peace is most ardently desired, in spite of the intemperate spirit of the local papers."

THE ITALIANS AT ROME.

Rome, Sept. 20, 6 P.M.

I have just been witnessing a most memorable and striking event; indeed, I do not believe that so impressive a drama has ever before been performed by more artistic actors, or on a grander scene, than that of which I was this day a spectator; but then we must bear in mind that the spectacle was the fall of the temporal power of the Roman Pontiffs, the performers Italians, and the theatre Rome.

A last delay before commencing hostilities had been obtained yesterday by the special intercession of the Prussian Ambassador. This respite, however, like all the attempts at conciliation which have yet been made, was destined to be a failure; for the Pontifical Zouaves declared their determination to die in the defence, and be buried under the ruins of the temporal power, and Colonel Charrette answered Cardinal Antonelli, who appeared inclined to abandon any armed resistance at the last, in the following arrogant style: "Your Eminence, you had better go and say mass, while we look after defending you!"

The delay had been reluctantly granted by General Cadorna, who was anxious to leave nothing undone which might prevent useless bloodshed and to avoid any unnecessary collision with the Pope's authority, and was to expire at 2 o'clock in the morning. At half-past 5 a.m. fire was opened simultaneously at six different points. General Bixio, who had arrived from Civita Vecchia, attacked Porta Pancrazio, Angioletti Porta San Giovanni Laterano, Ferrero Porta San Lorenzo, while Mazè de la Roche was to enter by Porta Pia, and Cosenz, finally, by Porta del Popolo.

I immediately stationed myself, together with some friends, on the Belvedere of Villa Cassalini, which is about a mile and half from Porta Pia, and not far distant from Villa Torlonia, where the Italian head-quarters were established. A court-yard separates Villa Cassalini from the Temple of the Empress Costanza and the Basilica of Santa Agnese, where the Pope met with a serious accident some years ago which well nigh cost him his life. His preservation is attributed to Santa Agnese, and during the time the cannonade lasted I found time to look at a large fresco painting by which a pious artist has commemorated the event. His Holiness is represented under a ceiling which has just given way under the weight of his feet, supported by St. Peter, while Cardinal Antonelli, with a singularly alarmed expression of countenance, is bending over him, and General Goyon, in a skyblue uniform, is seen reclining in the attitude of a wounded man on a battle-field, and turning his eyes towards the newly-accomplished miracle. In a cloud high above the scene are the Virgin and Child, with the Lamb.

The ambulance appertaining to the Division of Mazè de la Roche had been placed in the beautiful crypt of the church of Santa Agnese; and, unfortunately, this place of refuge, which it had been hoped would prove superfluous, was only too soon destined to become the shelter not only of the wounded, but of the dead also. On an eminence to our right was placed a battery, the fire of which was directed incessantly on that portion of the walls which separates Porta Pia from Porta Salaria; while another, in front of us, attacked Porta Pia itself. Both fired with remarkable accuracy, and I doubt very much whether Prussian artillery would have done the work better; every shot told, and we could see the stones giving way amid clouds of dust after each shot. In half an hour a double breach was effected in the outer and inner walls encircling the city. An advance of the two batteries was made in perfect order and with great rapidity, although under a strong fire from the enemy's artillery, by which a sub-officer was killed and six men wounded; and the proximity thereby attained soon allowed of the bridge being widened sufficiently to present the entire Villa Buonaparte to our view, with the French flag waving on its roof. For two whole hours bombs and bullets answered with a lazy indifference, forming a strange contrast with the brisk rapidity with which the shots succeeded each other on the Italian side. At length, about 7 o'clock, a last ball fell at my feet in the court-yard of Villa Cassilini, on the Belvedere of which we had been stationed, and from this moment the enemy's fire ceased. We learnt later on that our shot had struck the guns placed on the points we had attacked, thereby bringing death and confusion among the artillerymen engaged in firing them, and who, we find, were mostly Germans. The first shell thrown by the Italians broke the arm of another German, Dr. Heilmann, who appears to have fallen a victim to the dangerous position of the Pontifical ambulances. While the Italian batteries advanced a hundred paces, the General-in-Chief marched onwards and took up his quarters in the Villa Albani, his former position, Villa Torlonia, having been more than half consumed by the Pontifical fire. At half-past 8 o'clock, the breach seeming wide enough to admit of an assault being made, the Brigade Molena (41st of the line and 12th and 34th Bersaglieri), belonging to the Division Mazè de la Roche, received orders to advance. These soldiers attacked with the greatest vigour, under repeated shouts of "*Savoja! Savoja!*" which sound was all the more welcome to our ears, as this particular brigade had been rather suspected of Republican tendencies, and was that to which the notorious Barsanti had belonged. The Colonel of the 41st was the first to enter the breach. The Roman emigrants of whom I spoke in my last letter entered their native city once more, together with the Italian troops; and I could not help calling to mind those desperate, violent *fourieristi* of whom we read so much, and who play so prominent a part in the wars and dissensions of Italy in the Middle Ages. In a moment the 200 Zouaves who advanced to meet the assailants were overpowered, having barely time to fire twice rapidly—time enough though to kill a promising young officer, Lieutenant Valentiano, formerly "*Monsignore*," and Roman exile, and to wounds severely two more officers and a dozen soldiers.

While the breach which our artillery had made was thus being entered on our right, the 40th Regiment of the line advanced towards Porta Pia itself, supported by a battalion of Bersaglieri. It was half-past 9 o'clock when they arrived in front of the barricade at the gate, and saw the white flag denoting capitulation floating above the painted Madonna on its summit. The Italians had scarcely grounded their arms when several shots were fired at them from behind the barricade,—I can myself bear witness to the fact. The major of the battalion, a lieutenant, and two men were killed by them, and several others wounded. It became impossible, after this, to control the troops, who scaled the barricade in an instant, surrounding and capturing the Zouaves. While these things were passing almost under our eyes about 10 o'clock, Generals Angioletti and Ferrero had already succeeded in taking the gates of St. John of Lateran and San Lorenzo. We thought the time had now come for us to leave our post and follow the 14th and 19th Bersaglieri, which Colonel Pinelli was briskly leading towards the gate. We were met by the stretchers carrying the sub-lieutenant, who had just been killed at the barricade, and four wounded soldiers; and, further on, by the whole of the Diplomatic Corps, among whom I distinguished Count Arnim, coming in full uniform to beseech General Cadorna to hasten his entrance into Rome, in order to assist in maintaining order. We did not wait to hear the result of their mission, and were in a few minutes at the gate, which we found covered with mattresses and sacks of sand, like the walls near the breach, the odour from the burning wood being quite intolerable. The Madonna over the gate was one mass of holes, and the two saints on either side of it had their heads cut off by our shot. My companions were mostly Romans burning with impatience to see their native city again, so that climbing over the barricade, leaping into the trench which had been dug, and running quickly up the other side, we were not long in reaching the city, which we entered at the same time with the soldiers. It was 11 o'clock a.m. by this time, and on arriving at Piazza de Termini, where the fountain was calmly playing like those before your Crystal Palace, we perceived a large assembly of Pontifical soldiers—foreign Chasseurs and artillerymen, in full array, but seemingly undecided what to do. As we were considerably in advance of the Italian troops, who had remained behind to guard the gate and the prisoners they had captured, we turned back towards Porta Pia and descended by the Quirinal and Monte Cavallo, where we came across a battalion of the 41st which had passed through the breach.

The population had already begun to greet their deliverers, and their welcome—an Italian welcome—had commenced with that *naiveté* and childlike simplicity which characterizes this demonstrative nation. Patriotic individuals bearing all sorts of queer, impossible weapons,—long swords, pitchforks, sabres, staves,—were streaming out on all sides, but as they were on the point of descending towards the Corso, through Vita Dataria, they were met by a body of Zouaves, posted at the end of the street. In vain the major of the Italian Battalion summoned them to lay down their arms; a fresh and entirely useless scene of bloodshed was very near occurring. I had myself great trouble in persuading a young man of about 30, elegantly dressed, and armed with an excellent carbine, not to fire at the "*stranieri.*" An officer of the 41st, accompanied by a major in the Pontifical army who had been taken prisoner, at length succeeded in persuading this handful of men to surrender. It was a grand and impressive spectacle which now met our eyes. On the one hand, crowds of men and women belonging to the Roman people of all classes and ages, with their classical heads, Grecian profiles, and marble white complexions, were for a moment forgetting their accustomed placid expression, their dignified gait, and majestic bearing, in a frantic burst of enthusiastic applause, clapping their hands, embracing the national flag, surrounding the Italian soldiers who had taken up their position just under those wonderful and gigantic Horses of Phidias on Monte Cavallo. On the other, prisoners taken at the gates slowly defiling with their bright dresses, spotless and somewhat theatrical uniforms, who formed a striking contrast with the soiled and dusty garments and tanned countenance of our Italians; not a straw, not a speck of dust to be seen on their dress, and alas! for their glory, not a drop of blood visible on the hands of these valiant warriors who had so shortly before sworn to die rather than surrender. It is not that their dress, copied as it is from the French uniforms and beautified by the imagination of their wearers, is by any means unbecoming or wanting in picturesque charm, but it would be so much better adapted to a fancy ballroom than to the streets of Rome where it completely loses its *apropos*. I observed two officers belonging to the Antibes Legion chatting complacently for some time with the Lieutenant-Colonel of the 41st, just in front of that superb amphitheatre which opens on to St. Peter's and the Leonine city from the peristyle of the Palace of the Guardia Mobile. Men on horseback bearing tricolored flags with all sorts of patriotic inscriptions, young men and women, with that noble type of countenance which distinguishes the Romans and affords so striking a contrast to the eye of the traveller arriving from Florence, and involuntarily leads to comparison with the puny, undignified Tuscan race, are crowding round the Italian soldiers. Loud cries of "*Roma Capitale!*" "*Viva la Libertà!*" "*Viva l'Italia!*" are to be heard on all sides, while a group of youths shout, "*Jamais, Jamais!*" in ironical remembrance of the memorable words of M. Rouher. The portion of the Italian troops in which most Roman emigrants are to be found, and which had accordingly been especially selected for the occasion, are busy embracing old friends who have just recognized them, and altogether the scene is one of universal rejoicing.

My companions and I now left the Piazza to proceed to the Corso, but on arriving at Fantana Trevi loud reports were heard a short distance off, apparently from the direction of Palazzo Marcello, which we knew was not yet occupied by Italian soldiers. Very soon a quantity of the exiles who had entered by the breach, and among them some friends of mine, were seen arriving.

A party of 56 of them, armed with guns and revolvers set off immediately for the Capitol in order to be the first to plant the tricolored flag on its summit. Here they had to protect three Pontifical gendarmes from the fury of the populace, and, in so doing, became themselves a target for the guns of the *sgraffigliati* (Germans in military uniform), who stood concealed in the narrow alleys around. Two youths, Federigo Francis, a painter, and Vignale, a correspondent of the Turinese *Gazetta del Popolo*, fell victims to their shots, one being seriously, the other slightly wounded. The assailants were, of course, instantly pursued, but they all disappeared mysteriously, as if by enchantment; and I rather fancy they found refuge in some of the Convents in the vicinity.

Close upon our friends the Roman emigrants—whose number, by the way is estimated at about 15,000 citizens and volunteers at this time flocking to the Italian army—came the Bersaglieri, with their brisk pace, their warlike appearance, and martial, though not very harmonious music. They met with a still warmer reception than even the troops of the Line.

About half-past 2 p.m. we were at length able to reach the Corso and Piazza Colonna, and here all the houses were bright with flags of all possible shapes, dimensions, and materials, and almost all bearing the arms of the House of Savoy. It was not difficult to see that they had been prepared beforehand. Here it was, in the very heart of the city, that we found the most lively enthusiasm, if, indeed, the term of enthusiasm can properly be applied to the feeling of cordial rejoicing and intense relief which was unmistakably marked in every face. The whole population sang the Bersaglieri hymn, citizens preceding and following the troops, for Piedmontese discipline forbids any fraternization which may tempt the soldier out of rank as long as he is under arms. A gendarme who happened to be preceding a battalion of Bersaglieri on the Piazza Colonna became suddenly the object of enthusiastic cheering, his large cocked hat stuck on one side of his head having led the people into the comical belief that he was the General in Chief! Meanwhile the bulk of the Pontifical troops had retired to the opposite bank of the Tiber, and still held the Vatican and Castel S. Angelo. It was not until 4 p.m. that this body of soldiers, mustering about 8,000 men, consented to capitulate, in obeyance to the commands of his Holiness Pius IX., who by that time was either really moved, or, at any rate, had succeeded in having his orders complied with. The capitulation was then signed by Count Carpegna and the Marquis de Mestre. All will leave Rome tomorrow with martial honours, retaining their arms, which were only momentarily laid down. I wonder whether they will devote their weapons and their valour to the French cause on leaving Rome. It certainly does not seem becoming to speak ill of those who are vanquished; but surely, after so much arrogance, after keeping the Italian army for six days at the gates of the city, and announcing in so high a tone their determination of selling their lives dearly and resisting to the very utmost extremity, they might have made a bolder and more persistent defence, and had no right to surrender with so slight a resistance after such specimens of redomontade? It is just to add, however, that Colonel Charrette accuses General de Cousier, General Kanzler, and General Zappi, commander-in-chief of the native troops, of treachery. Perhaps his accusation may not be entirely without foundation; at all events in another quarter, for it is certain that the native troops had been very much worked upon during the last three or four weeks by Italian emissaries. Fine promises were made to them and tempting baits offered; it is even rumoured that the officers are certain of retaining their military rank. It would be easy for me to name some of those who succeeded in entering the town and carrying on these intrigues in spite of the vigilance of the police. I well know how and by what devices of cunning and stratagem, by means of what daring and courage, messages were carried to and fro between Rome and the Italian Camp; for I saw agents of this description at the head-quarters, and have, for instance, had the most circumstantial letter to the Camp with every detail concerning the distribution and position of the Papal troops within the town. These details were writen on the finest, thinnest kind of paper, rolled into the form of pills, with a covering which was air and water-proof, and two of the messengers, having been stopped by Zouaves, succeeded in swallowing those pills, while the two others arrived safely with their charge. Stratagems savouring slightly of the melodrama, like what I have just told you, I have witnessed with my own eyes, and have them besides from persons of high station who have taken part in them; they seem to me, moreover, perfectly justifiable when it was most urgent, not only to prevent unnecessary bloodshed, but even to avoid useless collision with or violation of a venerable institution, however much it may have lost its former prestige—even when it has grown to be a scourge and a yoke of oppression. Besides, even treachery cannot absolve the elegant Zouave officers from their promises to die the death of crusaders; and how were they fulfilled? It was they who, together with the foreign Chasseurs, on whom they could count as on themselves, held all the gates on the left bank of the river, the only ones attacked. They disposed of 11,000 men, have seen the official statement—seven after deducting all the native troops. Were they not themselves alone 4,800 men, and may we not add to them 1,500 foreign Chasseurs, 1,200 soldiers of the Antibes Legion, 3,000 *squadriglieri*—whom, by the way, they are most anxious now to disavow—the 300 guardia urbana (hare-shooters, as they are called by the Romans) under Prince Lancesotti, Marquis Patrizzi, and the first Chamberlain of Pius IX., Chevalier Frezza? Had they not 50 guns attended by 200 foreigners? Were there not besides the native troops 1,800 gendarmes, 2,500 Chasseurs and line troops, 500 Papal Guards, stationed at the gates which were not attacked? Was it really not possible to hold out for at least as long as Garibaldi in 1849 against the French under General Oudinot?

I have not yet been able to obtain an exact list of the killed and wounded, but I estimate the losses on both sides roughly as follows:—About 100 Italians and 50 Papal soldiers. As soon as I heard the principal event—the capitulation of the foreign troops on the right bank of the Tiber—I hastened home to write these lines, which I hope to be able to send to-morrow if postal communication should be re-established; but I rather fear there may be some delay in my letter reaching you. To-morrow is the grand day, the day of the official *entrée* of the troops. "To-morrow I intend buying myself a circlioured cravat," said a lemart little coachman who was driving me home to my hotel, unable to conceal his delight, and venting his feelings in sundry superfluous lashes administered to his horses. I thought to myself, as I looked at his neck browned by the sun, that it would in all probability be the first time a cravat had ever made acquaintance with it in his lifetime.—*Times.*

"Berkeley, September 1870.—Gentlemen, I feel it a duty I owe to you to express my gratitude at the great benefit I have derived by taking Norton's Camomile Pills. I applied to your agent, Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, Henry Allpass.—To the Proprietors of Norton's Camomile Pills.

EXTRAORDINARY REPORT IN A BELGIAN PAPER.

The *Etoile Belge* of Sept. 30 states that a traveller had arrived from Valenciennes, and communicated the text of the following despatch, which he alleged was on the 29th placarded on the walls of that town:—

"Versailles re-taken. The Prussian army routed. Many parks of artillery captured. There are 6,000 prisoners at Mont Valerien. 30,000 Prussians *hors de combat*. 67 mitrailleuses taken. The Prussian staff captured. (Signed) "Gambetta."

THE ARREST OF DR. JACOBY.

The *Kreuz Zeitung* refers the arrest of Dr. Jacoby to the discovery of a vast scheme contemplated by the European Socialist party, having for its object the proclamation of a Republic in every State. The arrest of the members of the Socialist Democratic Committee of Brunswick is said to have led to the discovery of this plan, the existence of which was proved by numerous letters found upon the persons arrested. Committees formed in all the manufacturing centres of Europe, and which maintained a constant intercommunication, were charged with making Socialist Republican propaganda. The proclamation of the Republic in France had increased the activity of these committees, which fully believed that in a very short time the Socialists would be at the head of the French Government. The word was then passed to all the members of the league that in no case must the honour of the French Republic be diminished. The German Socialists especially received from the directing committees an order to oppose with all their might the continuation of the war, and not to countenance in any way the annexation of Alsace and Lorraine to Germany.

THE "SPECTATOR'S" NOTES.

(*Spectator*, Oct. 1.)

CAPITULATION OF TOUL AND STRASBURG.

Toul capitulated yesterday week, and Strasbourg on Tuesday,—both fortresses after heroic defences. Toul was said to be on fire in twenty-three different places before it surrendered, and in Strasbourg a breach was made, and the city might have been stormed and bombarded at once at any moment. The only fortresses now occupied in the rear of the Prussian armies are Phalsburg and Metz, neither of which seems likely to capitulate at present. Indeed, the commander of the force before Phalsburg is said to have sent word to the German commander at Nancy that if not reinforced, he wishes for permission to raise the siege; and in Metz Marshal Bazaine makes weekly or bi-weekly sallies, and still has provisions enough for some weeks longer. The Provisional Government, in communicating with him, when considering the possibility of making peace, found him, indeed, so indisposed to come to terms, that he manifested a quasi-disloyal feeling towards the Government which as yet even talked of peace. All the rumours of his proposals to capitulate have been pure fabrications. Both in Toul and Strasbourg the Prussians have overcome very serious breaks in their lines of communication with Germany, besides gaining a large addition to their disposable forces. The surrender of Toul liberated 18,000 German troops, and that of Strasbourg has liberated some 50,000 more,—an addition of German force as large as Bazaine's army now invested in Metz. At Toul the garrison, now made prisoners, is said to have numbered 109 officers and 2,240 men; and there were 197 bronze guns, besides smaller arms, taken. At Strasbourg the garrison consisted of 400 officers and 17,000 men. General Werder (the German General), it is said, embraced General Ulrich, the French commandant of Strasbourg, who is above 80 years old, on the surrender, but we are not told how General Ulrich liked it. All German papers, Count Bismarck's organs in Berlin, with strange taste, "welcomes most heartily the town of Strasbourg, now won back to her." To so very warm a welcome Strasbourg might perhaps prefer a "God-speed."

THE SPIRIT OF FRANCE.

We do not profess to have any clear view of the amount of national spirit for the war now existing in France. The *Daily News* reports with an air of absolute knowledge that there is little or none, and that the whole country is longing for peace. But we believe it is unquestionable that the department of the Loire-et-Cher has voted 4,000,000 francs (£160,000) for the war; that Toulouse has voted 1,500,000 francs (£60,000), and Bayonne 300,000 francs (£12,000); that the Council of Calvados has voted 3,000,000 francs (£120,000), Havre 1,000,000 francs (£40,000), for the same purpose; that Marseilles has called for a loan of 10,000,000 francs (£400,000), and a single Greek merchant of that town, M. Zaffiropulo, has himself given 3,000,000 francs (£120,000) for the defence fund; that fourteen departments of the west of France are leaguing themselves to raise resources and troops, and have already raised 15,000,000 francs (£600,000) for this purpose; and that this movement is steadily spreading throughout the country. There is thus nearly a million sterling voted within a few days from municipal and private resources to aid the exertions of the Central Government, and we do not suppose that we have nearly enumerated all that has been done. Does this look so very like the passionate wish for peace—the despair of a spiritless population?

REPUBLICAN DEMONSTRATIONS IN LONDON.

The working-class demonstrations in favour of the French Republic have not hitherto been very effective. The meeting at St. James's Hall on Saturday night was addressed by Professor Beesly, Mr. Bradlaugh, Colonel Dickson, and other gentlemen of extreme opinions, while some of the more thorough-going Radicals, like Professor Fawcett and Mr. P. A. Taylor, held carefully aloof, their sympathies being pretty evidently German. Professor Beesly was certainly more accurate than Mr. Gladstone as to the part taken by Lord Palmerston in saving the independence of the *coup d'état*, when he made a rather unmeaning attack on the Government, in saying that it is a hand-to-mouth Government which does not know its own mind. We should rather say that it does not know *which* of its own minds is the ruling one—Mr. Lowe's, for instance, or Mr. Gladstone's. Almost all the Ministers have minds, or something like minds, and some of them, like Mr. Lowe, know that mind exceedingly well. But they certainly do seem to speak a somewhat different language, the one from the other, and it would be well to elicit which of these languages is the language of power.

MR. AUSTIN BRUCE ON THE WAR.

For example, Mr. Austin Bruce, who has been much abused by the newspapers for two speeches very much better in tone than Mr. Lowe's, has expressed what we think is a very good mind in relation to the war. He said at Glasgow on Monday that it was not to be expected that the Germans, who had had such fearful losses in the war, should at first be in a reasonable mood as to the terms of peace,—only forgetting to say *when* he expected them to be in a reasonable mood, and whether they were likely, in that reasonable mood, to give back what they had taken in an unreasonable mood. However, on Wednesday, at Greenock, he was more explicit, and laid down exactly the principle for which we ourselves have contended:—"To the military question, what should be the frontier between France and Germany, we could have nothing to say, but it was matter of European interest that no unwilling population should be handed over to rulers whom they were not disposed to obey. He was sure this country would never look with sympathy on any repetition of those acts of violence which were enacted in 1858." (Mr. Bruce *meant*, we suppose, not 1858, but 1859, and referred to the annexations of Savoy and Nice.) If the Ministry would only boldly take their stand on this principle, they would be afraid to vote their seats in their own because Prussia is so powerful, we might still exercise some influence on the German counsels.

MR GLADSTONE ON THE POLITICAL SITUATION.

And there is, we think, a fair chance that Mr. Gladstone intends to protest strongly against the avowed German purpose of annexing reluctant populations on the plea of "military necessity." His reply to the working-men's deputation on Tuesday was, as we have elsewhere shown, both misleading and incorrect in connection with the precedent set by Lord Palmerston in acknowledging the unconstitutional Government of the *coup d'état* in 1851. But on the subject of the proposed annexations, his tone came very near to that of Mr. Bruce. And in relation to the general use of English influence, there was no sign of timidity or overcaution, only a decent ministerial reserve. The first thing to be done, he said, was to bring the contending parties face to face, for the purpose of negotiation, and this England had already done once and would seize every proper opportunity of effecting again. "When England, in conjunction with the other neutral powers, sees the opportunity of mediating with effect, I have no doubt but her influence will be felt and acknowledged by both parties." Before she could effect anything useful, she must first "ascertain what were the precise forms of peace she was called upon to support and recommend. When that is ascertained, and when the opportunity occurs, I have no doubt the voice of England will be treated with respect, and will have their proper influence on the contending parties." One of the deputation had hinted that the Queen had interposed to favour the German side of the dispute, in reference to which Mr. Gladstone said, "I entirely and indignantly repudiate the idea that any dynastic influence had been brought to bear on the Government on this question." On the whole, Mr. Gladstone's tone on behalf of England, though studiously reserved, was confident and firm.

M. THIERS.

M. Thiers, says M. Reuter, arrived at St. Petersburg on September 27, and descended at the "Demuth" Hotel, which being interpreted means the Hotel of Humility,—a very good hotel for the purpose of his mission. But it does not look as if that mission were likely to be very prosperous. At least we are told that M. Thiers has had an interview with Prince Gortschakoff, but that he will not be received except in private by the Czar or the Czarewitch. Russia does not, apparently, intend to run any risk at present of an embroilment with Prussia.

RUSSIA ARMING.

And yet Russia is ostentatiously making preparations; and the popular feeling against Germany is freely expressed in the papers, usually so severely controlled. The *Gazette de la Bourse*, of St. Petersburg, contained an article on Tuesday which, had it been official, would have been equivalent to a declaration of war against North Germany. Of course it is not official, but it is remarkable that the Government permits the free publication of advice to go to war at once with North Germany, which is what the article amounts to,—unless it will choose to keep up a blind that may disguise its real intention to move southward. That Russia is making great warlike preparations seems certain enough. At least it is telegraphed from Berlin on Wednesday, in addition to the warlike preparations we announced last week, that orders have been given to prepare ammunition-waggons in Western and Southern Russia for immediate use; that six field telegraph corps have been formed at St. Petersburg, each capable of laying down 35 leagues of line; and that, from the 27th September, 14 military trains will be daily despatched over the Moscow-Kursk line. Again, on Thursday we hear,—once more from Berlin,—that the Russian Government has given orders to distribute among the army 276 hospital carriages, 141 apothecaries' vans, and 756 new iron pontoons,—which looks very like business,—and that "regimental societies have been formed for victualling officers in war." Why for victualling *officers* and not men? Is all this activity the mere invention of morbid imagination in Berlin, or is Russia meditating something serious? The relieving of General Steinmetz from the command of one of the armies before Metz and appointing him to the Governorship of Posen, looks, a little as if the King of Prussia mistrusted his august relative. But we should certainly expect that if Russia is meditating business at all, it would be business in the South.

VICTOR EMANUEL AND THE POPE.

Victor Emanuel's letter to the Pope, transmitted by the hand of Count Ponza di San Martino, at least shows how profoundly the King fears the Roman Church and believes in its power. It reads exactly like a document wrung out of him by political necessity and softened with all the expression of affection and reverence which the King's imagination could invent. "With the affection of a son," he commences, "with the faith of a Catholic, with the loyalty of a King," that last not the least strong figure of speech,—"with the sentiment of an Italian, I address myself again, as I have done formerly, to the heart of your Holiness." After explaining the necessity for action, and remarking that the greatness of the Pope's soul would not "fall below the magnitude of events,"—the affectionate form of stating the fear that it would,—the King goes on to say that he must take action for the peace of Italy and the protection of the Holy See; and then he suggests that "if your Holiness, as I do not doubt, and as your sacred character and the goodness of your soul give me the right to hope, is inspired with a wish equal to mine of avoiding all conflict and escaping the dangers of violence,"—he would accept the offer sent by Count Ponza di San Martino. The Pope, of course, disappointed all these affectionate expectations and solicitations, and rejected the offer; but perhaps, after all, he was a little soothed by the tone of the royal letter, which was very different from that which would have been taken by the "Eldest Son of the Church." Why not make a virtue of necessity, and make a new eldest son of Victor Emanuel? He is not a very holy person; but at least he is genuine believer.

THE TAKING OF ROME.

It was curious enough that the breach in the walls of Rome was made through the Villa Bonnaparte, so that the name of the Bonaparte was grotesquely connected with the fall, just as it had been with the propping-up, of the Temporal Power. No doubt the Pope would say that the hesitating support of Louis Napoleon was the breach through which Italy passed to the destruction of the Temporal Power, but none the less he should recollect that it might have disappeared twenty-one years earlier but for the Prince-President's expedition. The Italian fire began near the Porta Pia at 5 a.m on the morning of September 20, and the breach was made by 9. A white flag was hoisted, after which the firing was resumed, greatly to the indignation of the Italian troops; but the breach was soon entered, and the surrender almost immediately followed. The enthusiasm which ensued when General Cadorna, standing in the Piazza Colonna, waved his hand, and said, "Long live Rome, the capital of Italy!" is described as being of the most thoroughly Italian type. The Papal troops appear to have behaved very badly, not only in relation to their fighting, but to their demeanour as gentlemen,—many of them being quite drunk when they defiled past General Cadorna who gave them the honour of arms, and dashing the smoke of their cigars, says the *Daily News'* correspondent, at the General. The greatest compliment paid to the Italian troops, whom Cardinal Antonelli pronounced truly religious, was the written request of the Pope that they would garrison the Leonine City, as his own troops excited the wrath of the populace. After all, the Holy Father might do worse than throw himself into the arms of organized Italy with so much enthusiasm of affection as he showed some twenty-three years ago towards Italy still in germ and chaos.

HERR JACOBY.

The imprisonment of Dr. Jacoby for stating in a temperate speech at Königsberg the reasons against the annexation of Alsace and Lorraine, is justified by General Vogel von Falkenstein, on the curt military plea that such meetings as Dr. Jacoby addressed, and such speeches as he made, are quite inconsistent with a "state of siege." Victorious Germany cannot be trusted, it seems, to discuss her own terms of peace. Mentally she is as much in a state of siege as France, or rather more so, for, to tell the truth, the victor does not appear to control his own bodies, and devotes his restraints in Germany to the field of *mind*. We are happy to say that not many of the German newspapers approve this gross piece of intellectual tyranny, and the *Cologne Gazette*, always amongst the most independent and weighty of the German papers, is very severe on the German Government. Indeed, it says, than half sympathizes with Dr. Jacoby, altogether abjuring Count Bismarck's theory that you can only secure yourself by conquest against conquest, and only hankering after Alsace and Lorraine on the wonderfully weak ground that they are philologically German. The next thing will be to claim for Germany all the populations with flaxon hair and blue eyes!

UP IN A BALLOON.

M. Darouf, the first balloon-postman of Paris, gives a very amusing account of his expedition. No sooner was his balloon, with its three sacks of letters, fairly outside the enceinte than it was fired at by the Prussian cannon and then by their rifles. Some of the shots caused the balloon to vibrate, but none of them hit. It is said for M. Darouf—but his own narrative omitted this feature,—that in answer to the shots he dropped calling cards upon the Prussian marksmen, —a quiet but effective reply. When many miles beyond all signs of the Prussian army he was running westwards before the wind—he caused the balloon to descend, and found himself near Evreux, whence he went on quietly by train the next morning to Tours. We cannot understand why our newspapers should not get Paris letters by this balloon post. Nothing can be easier than to manage a balloon. Which is quite true. Since the country on all sides is French, and the German armies are only a ring round Paris. From Metz, of course, there was great danger of floating into German territory and so losing the despatches; but there is no fear for such a misfortune in the case of Paris. It would, naturally, be difficult to get a balloon into Paris than out of it,—with the very small power as yet possessed of guiding the balloon.

NEW ZEALAND.

It does not seem certain that the guarantee of the loan of a million sterling, wrung with so much difficulty out of the Imperial Government for New Zealand, will after all be accepted, as the colony is profoundly nettled at the whole transaction, and at the way in which it has saved us the colony, *just* saved it to us. In the Lower House a motion to the effect that "the